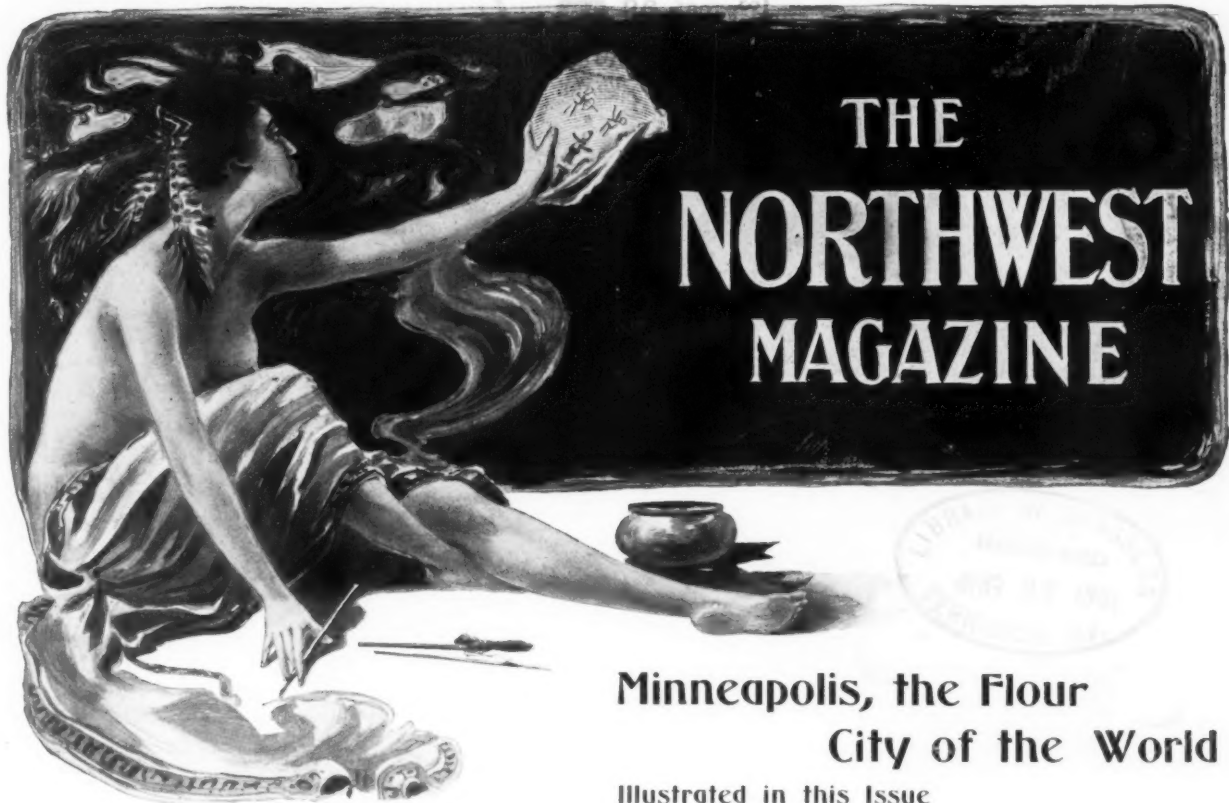


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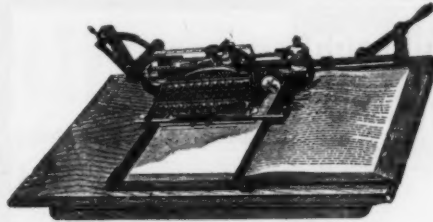
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VOL. XIX.—No. 8.

AUGUST, 1901.

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MINNEAPOLIS, THE FLOUR CITY OF THE WORLD



It is not long ago when an article on Minneapolis by a St. Paul writer would have been scanned critically for evidence of prejudice or unfriendly motive, or at the best for indications of a failure fully to appreciate the achievements and elements of business strength of the young and progressive city at the Falls of the Mississippi.

This will not be the case now. A great change has come over the spirit of each of the Twin Cities in its way of looking at its neighbor. In each there is a general disposition to give full credit to the enterprise and solid attainments of the other; to stop running the other down; to cultivate a feeling of friendship; to encourage co-operation in the effort to hold for both the trade territory already secured and to push by joint efforts the work of extending the area of their joint trade. People are too much occupied in "Hoing their own row" to waste time in fighting their neighbors. There has come, too, to the thoughtful business men of both St. Paul and Minneapolis, a conviction that the future growth of these cities must be obtained, not on the revival of the old boom methods, but on the steady development of population and products in the country which supports them. There is no disposition now to attempt to attract additional population to the cities by glowing accounts of their rapid growth and their special advantage; or to persuade weak manufacturing concerns to move here from other points by subsidies and promises; or to encourage the establishment of new business-houses to compete with others that already occupy the field; or to duplicate in one of the cities industrial plants already in operation in the other as a matter of commendable public spirit and without regard to business results; or in any way to indulge in inflation, boasting and excessive enthusiasm which used to be thought the best indications of zeal for the interests of one's own city. The general opinion is that Minneapolis and St. Paul should act together in the encouragement of the future development of the agricultural and other resources of the country around them and for the defense and extension of their trade; that they will have a steady growth with the progress of the vast area to which they serve as the most convenient trade centers, and that their true

policy is to attend strictly to business and to waste no time in buncombe.

"God made the country and man made the town" is an old proverb. It took men, and good men, to make Minneapolis. This handsome city, with its beautiful streets, fine buildings and modern appointments, which excite the surprise and admiration of all visitors from the old cities of the East, is a product of two causes—the power afforded for grinding flour, sawing lumber and running miscellaneous manufacturing industries by the falls of the Mississippi River, and second, the energy, intelligence, zeal and public spirit of the early settlers, who seeing the won-



CHAMBER OF COMMERCE BUILDING, MINNEAPOLIS; NOW BEING CONSTRUCTED. KEES & COLBURN, ARCHITECTS.



THE GUARANTY LOAN BUILDING, MINNEAPOLIS, FROM THE ROOF OF WHICH A COMMANDING VIEW OF THE CITY CAN BE OBTAINED.

derful possibilities afforded by the then raw village, set to work with a rare activity and unity of spirit to develop what is now the greatest mill, lumber and agricultural implement center in the world.

It is not so long ago when two raw villages stood on either side of the Falls of St. Anthony. The first settlers, who came largely from Maine, New Hampshire and other New England States, had extraordinary talent for business—they were keen, sharp Yankees, men who had learned in their old homes the value of natural water powers and how they were set to work grinding grain, running saws and turning spindles. It did not take these pioneers long to see that the entire current of the Mississippi River, which here leaped over a limestone precipice and fell about forty feet, could be harnessed and utilized for general manufacturing purposes. Congress was petitioned for an appropriation to preserve the falls from the threatened destruction caused by the erosion of the rocks, by covering them with a stout timber apron. It was pretended, at the time, that this appropriation was made for the preserving the navigation of the river above the Falls; although navigation then, to speak of, was an impossibility. Still that tim-

ber apron created one of the very best water powers in the United States. It really meant the making of Minneapolis, the birth of the Mill City; for it made for that city its possibilities in the milling line, possibilities which were quickly grasped and as quickly realized. With very small expenditures the water was turned into lateral channels leading to the-turbined wheels of mills and factories.

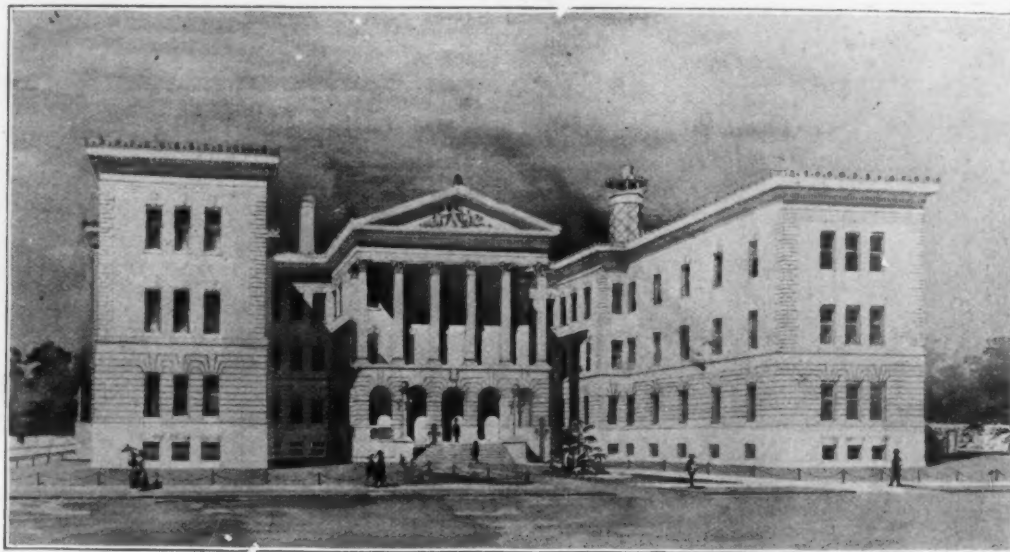
The old timers in Minneapolis recall very well the two struggling and puny villages, which stood on either side of the Falls, one bearing the name of the Falls and the other adopting a title half Sioux and half Greek; and the old pioneers recall the time when the first houses were built in these villages by settlers who had the dread of Indian massacres constantly in mind. The wonderful growth of Minneapolis has been made in the face of unusual difficulties. The elder town of St. Paul had already occupied the field for city building in early days, had grown up at the head of steamboat navigation a few miles down the river, and had already reached out for the trade of the northwestern country. The rival city, only ten miles from the center of St. Paul, would never have been established without the great advantage of the water power furnished by the Falls of St. Anthony.

The great epoch of growth for Minneapolis was during the decade from 1880 to 1890 when the railway system, which extended through the Northwest and on to the Pacific Coast, was built. Nearly all the fine public buildings, large business blocks and mills and factories date from that period. It was then that the milling industry was so expanded that Minneapolis became the greatest flour making city in the world. Over 65,000,000 bushels of wheat are now required to feed her mills each year. Not one thing has so widely advertised Minneapolis as her excellent flour. It was here that the modern gradual-reduction of milling process, first used at Buda-Pesth, Hungary, was fully perfected. Minneapolis millers became kings of their craft, and Minneapolis flour is now known all over the civilized world as the best flour made.

Another industry which developed the city is the sawing of lumber. As the prairies of Minnesota filled up with farmers, lumber was the first thing needed and Minneapolis was ready to supply it. A class of very shrewd and successful business men arose here who obtained titles to pine lands on the streams



CORNER OF NICOLLET AVENUE AND SIXTH STREET, MINNEAPOLIS; THE HANDSOME SYNDICATE BLOCK ON THE LEFT, OF WHICH THE J. P. CONKLIN & ZONNE CO. ARE MANAGERS. NEXT TO THE SYNDICATE BLOCK IS THE PLYMOUTH CLOTHING HOUSE. ON THE RIGHT OF THE PICTURE IS SHOWN A CORNER OF THE DONALDSON GLASS BLOCK, ONE OF THE BIGGEST DEPARTMENT STORES IN THE WORLD.



MINNEAPOLIS CITY HOSPITAL, NOW UNDER CONSTRUCTION. LOWELL A. LAMOREAUX, ARCHITECT.

which formed the Mississippi, organized enterprises for cutting the logs and running them down the river, and built extensive saw mills and wood working establishments. Today Minnesota's two chief products are wheat and lumber, both of which were early placed in the hands of Minneapolis.

As Minneapolis gradually became a great supply point, it was not long before all the leading manufacturers of agricultural machinery and implements began to establish store depots and agencies in this city, and now Minneapolis ranks as the largest distributing center of such goods in the United States.

In 1880 Minneapolis had a population of 42,000; in 1899 its population exceeded 220,000, and today it shows a further gain. All our Northwestern cities received a serious check in their rapid developments when the long period of hard times sent in 1893. It was then that the pessimists spoke of Minneapolis as having reached the limit of its growth, and compared it with such cities as Cincinnati, Toledo, Indianapolis and other solid but stationary towns, and predicted that the Mill City's future would be a similar one, one of the steady plod with no more increase in either population or business. These pessimists were mistaken, however, as pessimists generally are. Minneapolis did not wholly stop growing in 1893, it has not stopped growing since, and the city has now reached such dimensions that it can count upon a certain annual growth, irrespective of outside influence to increase its business. No city in the Union recovered from the "hard times period" more promptly and none has made more rapid strides since.

In the line of new buildings the last year's record shows quite an increase in activity and in the value of the new structures. While the number is a little less than in 1899 the value is greater by some thirty per cent. That gain in value was quite uniform throughout the season. From the

plans now being considered it is quite apparent that 1901 will show even greater activity in the larger and more costly structures.

The number of new buildings erected in 1900 was 3,006, at a cost of \$3,943,774, against 3,115 at a cost of \$3,000,839 in the last year preceding it. The repairing and modernizing of old residences made most commendable progress. With the greater prosperity of the people there is a demand for a better class of residences, so the older methods of occupying cramped quarters are changed, and property holders find it to their advantage to put their rental property in condition to meet the wants of tenants who are in the mood to increase their expenditures to correspond with their bettered financial situation. Business blocks, too, have to be kept in touch with the spirit of the times or to



A VIEW OF HENNEPIN AVENUE FROM WASHINGTON AVENUE, WITH A GLIMPSE OF THE TEMPLE COURT BUILDING ON THE RIGHT, OF WHICH THE J. F. CONKLIN & ZONNE CO. ARE MANAGERS.



A VIEW OF THE BUSINESS DISTRICT OF THE FLOUR CITY FROM THE MASSIVE TOWER OF THE HENNEPIN COUNTY COURT HOUSE.

turn to less progressive tenants. In addition to this vast amount of money must be considered the large appropriations expended for new pavements and other public enterprises.

There is much to see of interest in Minneapolis. The visitor's attention is likely to be first attracted by the Falls and the big flouring mills; then they admire the well-built and well-paved business streets, such as Nicollet Avenue, Hennepin Avenue and Washington Avenue with their handsome stores and their constant bustle and activity. It will pay them to visit the public library, a large, elegant brown-stone building, which is unquestionably the best library in the West, with its galleries and good paintings loaned by prominent Minneapolis citizens occupying the upper story. A home circulation of 535,773 volumes from a collection of 120,000, and among a population of over 220,000 people, is the excellent record of the Minneapolis Public Library for 1900. The building, which is one of the finest of its kind in the country, is situated at the corner of Hennepin Avenue and Tenth Street, having a frontage of 142 feet on Hennepin and 116 feet on Tenth Street, and is three stories above the basement. The walls are Lake Superior brown-stone. The architecture is Romanesque. The basement and first floor are devoted to the library, the second floor to the directors' room and the Academy of Natural Sciences and the third floor to the art gallery and the Society of Fine Arts. Three branches of the library have been opened. These branches have reading rooms supplied with various magazines and periodicals. Besides the branches there are also eight delivery stations where books called for are delivered.

Many of the business edifices reach far above the clouds and are monumental in character, while the business constructions are creditable. The handsome building stone of Minnesota being used to a great extent, together with the pressed red-brick and a gray colored brick generally called the Milwaukee brick. The streets are wide and well-paved and the electric car system starting in the heart of the city reaches to the utmost suburbs.

The special pride of Minneapolis is the University of Minnesota located on the eastern side of the river occupying a large number of fine buildings grouped about the campus. It has more students than any other great institution of learning in the United States, with but one or two exceptions. It is liberally endowed with the proceeds of a land grant given by the Government. It has a finely equipped library, most excellent scientific apparatus and a large corps of professors. It is not only a university in name, but in fact as well, for it embraces schools of medicine, law, agricultural and mining as well as the usual college course. The schools of Minneapolis are noticeably large and well equipped.

A most commanding view of Minneapolis may be obtained from the roof of the Guaranty Loan Building. At your feet lies the business heart of the city and all around you with its tall



TWO VIEWS OF THE GREAT FLOUR-MILLING DISTRICTS OF MINNEAPOLIS,

business blocks and office buildings, its elevators, mills and factories, its huge city hall and court-house, its hotels and railway stations. For over ten miles you can trace the silvery course of the Mississippi River, while in the near distance and in the east are the numerous buildings of the State University and huge exposition building used for concerts and political conventions.

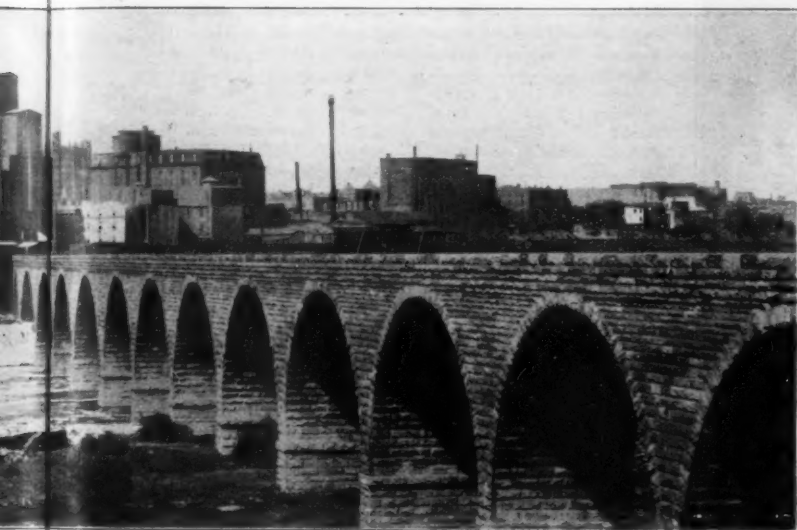
A well known Eastern literary man once said when visiting Minneapolis, that the residence districts are so well shaded that in summer time they all seem like parks. Out on the western horizon a silvery glimmer here and there shows the location of a small lake. The western outskirts of the city are bordered by a chain of these little lakes on whose shores are boulevarded railways and many handsome residences. Ten miles beyond lies Lake Minnetonka, one of the most beautiful bodies of water in the country and the most popular summer resort in the Northwest. Its many miles of shore line are dotted with hotels and boarding houses and cottages, where thousands of people from the hot regions of the South come to spend their summer months. Large pleasure steamers ply upon the waters of this lake. Excursion trains run to it from Minneapolis and St. Paul and yachting regattas and entertainments of a social nature are frequent during the summer season.

THE RESIDENCES.

The fine residences of Minneapolis are not all situated upon a single street, but spread themselves out all over the best parts of



the city, some of them being notably costly and handsome. The residence streets and avenues are wide and regular, giving a pleasing effect to the eye. No matter what direction the visitor takes he will always find beautiful dwellings. A striking feature of the residence portion of Minneapolis is the large number of attractive houses of moderate cost which show many new fancies in architecture and are evidently the homes of successful business and professional men. Thousands of these homes have cost from \$5,000 to \$8,000 or \$10,000 each with surroundings to match, and they are so nearly of a size and so generally handsome that one wonders if some one man had constructed them all. Notwithstanding the fact the city reaches over a considerable amount of territory, thereby giving its inhabitants plenty of room which is so dear to the heart of all Westerners, there is yet ample room for future growth. Between Minneapolis and St. Paul, between the new court house and Minnetonka and from the old city hall and



Lake Calhoun and the Falls of Minnehaha, is space enough for a million more inhabitants to settle, with ample elbow room for busy factories and industrial resources. Its splendid system of electric railway service to all surrounding suburbs, solves the problem of population and distribution now and forever.

The physical or material resources are what every great city feeds upon. There is no large center of population that does not draw sustenance from its producing capacity. This may be truer of some cities than it is of others, but in the main it is a statement that will be found true in its entirety. Minneapolis perhaps furnishes a better illustration of this point than any other city in our own country. That Minneapolis owes her very existence to the intelligence and industrial enterprises of her founders has been shown in this article. The homes that grew and multiplied within her limits drew their structural sustenance from mills and work-shops. It was not an aggregation of surroundings; it was a multiplication of roof-trees which sheltered toilers in growing and ever broadening industries. So the village became a town and the town contracted wealth and enterprise and grew into the grand city of today.

Ask any resident of Minneapolis today what visible means of support the city has and the answer will be that it is a great flour and lumber market and a very important jobbing and manufacturing center. The Minneapolis man will point with pride to the fact that in three respects his city leads the world.

First, it is the greatest flour manufacturing city in the world.

Second, it is the largest lumber making city in the world.

Third, it leads all other cities in the world as a distributing depot for every description of farm machinery, from wind-mills to sulky-plows and steam-threshers.

FLOUR MILLS AND THEIR OUTPUT.

Yet the extent of these various industries is not always known or realized by even our own people in the Twin Cities. It is known in a general way that Minneapolis is the greatest flour manufacturing city in the world, but there are few who can tell you just what its main capacity is. By the courtesy of the editor of the *Northwestern Miller* the writer is able to furnish this information. Within the city of Minneapolis are



WHOSE MILLS CONSUME OVER 65,000,000 BUSHELS OF WHEAT EACH YEAR.



A MOONLIGHT SCENE ON LAKE CALHOUN, MINNEAPOLIS, ON THE COMO-HARRIET INTERURBAN LINE.

twenty-two flour mills with a daily capacity of 73,300 bushels. To keep these mills grinding the year round requires the service of nearly two thousand employes and the enormous quantity of sixty-six million and three hundred thousand bushels of wheat, which is stored in thirty-eight elevators, of which thirty-two are public and six private, having a total capacity of nearly 30,000,000 bushels.

Of the 15,082,725 barrels of flour made by these mills last year 4,702,485 barrels were exported direct. As the total export of flour from the entire country amounted to 18,632,000, it is seen that the Flour City supplied more than a fourth of all the product that went to feed other peoples. Such figures as given below are a convincing argument against the claim that an interior city cannot become a large grain market.

The subjoined tables give the flour output and direct foreign flour shipments of Minneapolis mills on four crop years.

FLOUR OUTPUT ON CROP YEARS.

	1900-01.	1899-1900.	1898-99.	1897-98.
	Barrels.	Barrels.	Barrels.	Barrels.
September	1,350,345	1,300,205	1,282,540	1,304,260
October	1,363,230	1,441,895	2,717,455	1,325,615
November	1,091,330	1,195,295	1,535,610	1,369,635
December	1,050,935	1,143,880	1,572,305	1,174,985
January	1,026,820	1,276,560	1,237,160	1,003,600
February	1,050,960	1,398,550	955,070	1,078,855
March	1,273,850	1,599,610	1,100,605	1,124,220
April	1,363,015	1,347,095	1,068,530	922,340
May	1,224,500	1,189,570	1,182,385	1,337,635
June	1,243,880	1,110,095	1,095,765	560,025
Ten months.....	12,038,865	13,002,755	12,747,425	11,201,170
July		1,117,405	1,058,030	896,790
August		1,188,000	1,512,960	1,201,220
Two months.....		2,305,405	2,570,990	2,098,010
Year		15,308,160	15,318,415	13,299,180

FOREIGN SHIPMENTS ON CROP YEARS.

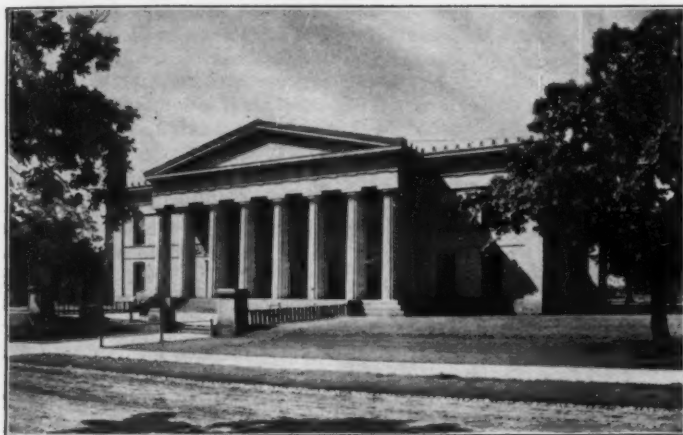
	1900-01.	1899-1900.	1898-99.	1897-98.
	Barrels.	Barrels.	Barrels.	Barrels.
September	380,545	379,810	470,255	393,045
October	267,710	361,230	515,465	499,710
November	258,140	282,930	465,680	432,050
December	350,260	417,820	574,395	397,630
January	235,815	537,570	373,235	270,760
February	353,730	588,905	275,385	302,250
March	421,205	554,760	339,000	245,320
April	438,005	439,610	296,030	254,800
May	305,365	345,465	316,300	261,840
June	322,030	291,120	297,650	151,725
Ten months	3,372,825	4,199,220	3,923,395	3,029,130
July		250,820	322,295	240,860
August		397,560	347,450	299,235
Two months.....		648,380	669,745	540,095
Year		4,847,600	4,593,140	3,569,225

LUMBER INTERESTS.

Although there is a wide margin of difference between the flour and lumber interests of Minneapolis, they are of about equal importance to the great Northwest. In the year 1900 the



BEAUTIFUL MINNEHAHA FALLS, MINNEAPOLIS, MADE HISTORIC BY LONGFELLOW.



THE LIBRARY, UNIVERSITY OF MINNESOTA.

lumber cut in Minneapolis amounted to 501,522,000 feet. Considering the season Minneapolis did remarkably well. There were many delays owing to logs being hung up and some shutting down owing to high water.

In 1899 Minneapolis exceeded all past records for the total output of lumber, this being the banner year, when the cut amounted to 594,373,000 feet. It is probable that the figures for 1900 would have been considerably larger had it not been for the delays referred to above. The lumbermen are doing a very satisfactory business, however. The total cut of the mills in 1898 was 469,701,000 feet, and statistics show a decided increase for the two following years. In 1900 the cut was 501,522,000. No one industry has done more to build up the city. It affords employment to nearly 5,000 persons and creates a great central market for the rich products of our northern forests.

But Minneapolis has other large and important manufacturing lines, prominent among which are the great furniture making concerns, which give employment to in the neighborhood of 700 workmen and turn out every description of furniture known to the trade or to householders. The factories in parlor furniture line are very extensive; among them are sev-

erally so of dry goods, hardware and boots and shoes. The cause is traceable to the bright agricultural conditions and to renewed activity of mining and lumbering circles. Whatever benefits the Northwestern farmer, fruit-grower, stockman, miner and lumberman results ultimately in generous tributes to North-



THE ARMORY, UNIVERSITY OF MINNESOTA.

western jobbers and manufacturers. Strength and permanence in the jobbing lines are indicated by the number of magnificent wholesale buildings that may be noticed in this city. Minneapolis wholesale houses are in the market to compete with any and all comers. They seek trade—old trade and new trade. If a new field looks inviting they enter it. So complete are their

stocks, so favorable their terms and so enterprising are their business methods that few dealers now think it worth while to go farther east for their goods.

Minneapolis may well be proud of its attractive retail districts, whose brilliancy does much to enhance the beauty of Minneapolis in a residence way. Nicollet Avenue, the most popular thoroughfare, is bordered with large and elegant establishments. They are also to be found on Hennepin Avenue and all the cross streets between Washington Avenue and Seventh and Eighth Streets. The streets are broad and paved with clean asphalt, the blocks are well built and handsome, while the long rows of plate-glass show-windows are always filled with tasteful merchandise. Gems and treasures that would ornament a Tiffany display are found in the jewelry windows, while in the huge dry goods establishments are immense stocks of rich fabrics from every part of the world. No matter what the purchaser may desire, whether it be in art, furniture, crockery or in boots and shoes, the most fastidious taste is satisfied. These retail merchants of the



LAW BUILDING, UNIVERSITY OF MINNESOTA.

Flour City are a solid lot of business men and women; they are conservative; they are active and aggressive, and they are generous and hospitable.

IN FINANCIAL CIRCLES.

Sustaining all the tremendous interests enumerated in this article are the Minneapolis banking houses. There are four national and nine state banks, their combined capital, including surplus, amounting to \$6,065,000. At the closing of business April 24, 1901, there was on hand at these banks, including time and demand certificates of deposit, the considerable sum of \$37,034,000. On the same date the total loans and discounts amounted to \$24,415,000, and the reserve, including cash on hand and balances due from other banks, aggregated \$9,348,000. Besides the cash on hand these banks held bonds and stocks to the value of \$7,902,000.

This remarkable increase in deposits and loans is regarded by all the local banks as evidence of continued prosperity in all business circles.

The tendency among local bankers has been to consolidate, and where this has been effected, the result has been increased economy in operation and greater dividend earning powers.



THE NEW ANDRUS BUILDING, ONE OF THE FLOUR CITY'S MOST COMPLETE OFFICE STRUCTURES, IN WHICH THE COMMERCIAL CLUB IS LOCATED. THORPE BROS., MANAGERS.



DODSON, FISHER, BROCKMANN CO., WHOLESALE HARNESS AND SADDLERY.

PARKS AND LAKES.

Minnesota has a world-wide reputation as a country with thousands of beautiful lakes. That portion of the State immediately contiguous to the Mill City has been most generously blessed by nature. Within easy reach of the city can be found Lake Minnetonka; the beautiful and picturesque Minnehaha Falls, immortalized by Longfellow; historical old Fort Snelling;

lovely Loring Park and the attractive lakes of Calhoun and Harriett. These beauty spots are clustered about Minneapolis like a set of glistening diamonds around a pearl, doing much toward making the city such an attractive residence place.

Lake Minnetonka is, of course, the most famous resort. Its shore lines are about three hundred miles long, winding in and out with picturesque irregularity. All about the lake are fine, modern hotels, elegant villas and cosy cottages; fleets of yachts race before the breeze, lake steamers dart from one place to another with picnickers bound for some chosen retreat or with excursionists who wish to see Crane Island, the Hermitage or other points of interest upon the lake. Minnetonka is the rendezvous of thousands of people every season, who, fascinated by its manifold beauties and charms, return to it again and again.

Of the fifty odd parks within the city limits, Loring Park is the most beautiful and perhaps the most popular. It contains thirty-six acres and it lies nearly in the city center. From this Point Kenwood Parkway, 150 feet wide, leads for a distance of one and three-fourths miles to Lake of the Isles, a lovely sheet of water, dotted with islands and surrounded by a parkway.

There are forty-eight parks within the city limits, their total



WINSTON, HARPER, FISHER & CO.'S WHOLESALE GROCERY HOUSE, MINNEAPOLIS.

area being 1,552 acres. Of these, Loring Park is the most beautiful and perhaps the most popular. It contains thirty-six acres, and lies nearly in the city's center. Naught can exceed the beauty of its quiet waters, leafy nooks, pretty islets, and shady walks. From this point Kenwood Parkway, 150 feet wide, leads for a distance of one and three-quarter miles to Lake of the Isles, a lovely sheet of water dotted with islands and surrounded by a parkway. At the farther side of this parkway is a short drive which connects with Lake Calhoun Terrace—a parkway extending along the lake shore for one and a third miles. Leaving Lake Calhoun, the drive continues by a forest road through Interlachen and emerges upon beautiful Lake Harriet, where one always wishes to abide awhile. To our own mind, and seemingly, at least, in the opinion of the general public, Lake



HENNEPIN COUNTY COURT HOUSE AND
MINNEAPOLIS CITY HALL.

bands of music hold forth there, and refreshments are served while you wait. On the lake shore back of the pavilion hundreds of seats are so arranged that a splendid view is given of the broad waters, the tiny craft upon them, and of the noble driveway which surrounds the lake—three and a half miles in circumference.

All these parks and lakes, it must be stated, are connected by a broad and splendidly kept boulevard. It is known as Boulevard Park, and encircles, as we have shown, Lake of the Isles, Lake Calhoun, Lake Harriet, and then runs a distance of five miles and over to Minnehaha Creek—to a spot rendered forever interesting by Longfellow.

"Where the Falls of Minnehaha
Laugh and gleam among the oak trees,
Laugh and leap into the valley."

Here the city owns 123 acres of park



THE PILLSBURY LIBRARY, MINNEAPOLIS, NOW UNDER CONSTRUCTION. PHOTOGRAPHED FROM
ARCHITECT'S MODEL, WHEN COMPLETED WILL BE ONE OF THE MOST
BEAUTIFUL BUILDINGS IN THE FLOUR CITY.

Harriet is the most charming resort in all the Minneapolis neighborhood. Loring is a cultivated park, artistically beautiful, and set in a costly frame; but Harriet—larger, more natural, surrounded by native woodlands and mated with stately Calhoun, is, in comparison, what a sublime mountain is to a gentle, grassy slope or a rich man's garden. In the summer season it is visited by countless thousands of men, women and children who long for cooling waters and the shade of trees which stand just where nature planted them. The pavilion is probably the largest, handsomest and best modeled pavilion in the West. Famous



RESIDENCE OF HUGO GLUCK, ESQ., MINNEAPOLIS.

land, part of which is used as a deer paddock, the remainder being open to the public and utilized for picnic and outing purposes.

In the northern part of the city is Fairview Park, a wooded knoll of twenty acres which has a loveliness all its own; on the west bank of the Mississippi, some distance below the Falls, is Riverside Park, with an area of twenty acres; in the western part of the city is Elmwood Park with seventy acres, and in the northeast section are the 170 acres of Columbia Park, full of natural attractions, but still awaiting a more perfect development. Of course, there are many pretty smaller parks and tri-



THE HANDSOME PASSENGER STATION OF THE CHICAGO, MILWAUKEE & ST. PAUL RAILWAY. THE NORTHERN PACIFIC AND MINNEAPOLIS, ST. PAUL & SAULT STE. MARIE RAILROADS USE THIS DEPOT.

angles all through the residence districts, which help to lend charm and diversity to the intersecting streets and avenues. Alive to its own interests as well as to public convenience, the street-railway company gives an exceptionally good service to all the parks and to Minnehaha Falls. Between Harriet and St. Paul is a perfectly-equipped line called the "Como-Interurban-Harriet," on which large cars are run at high speed, giving the citizens of either city a chance to exchange civilities, Minneapolitans drinking in the loveliness of St. Paul's Como Park, and St. Paulites enjoying the beautiful scenic features of Harriet and Calhoun.

Minneapolis being the center of much travel naturally must furnish excellent hotel accommodations to the travelers. The hostleries of the Mill City are widely and favorably known for their superior accommodations, excellent cuisine and obliging service.

As one enters the city on the interurban cars, the first notable building passed is the old Nicollet Hotel, a large, white

structure which fronts on Washington Avenue and covers all the ground between Nicollet and Hennepin. It is the oldest hotel of consequence in the city, and it is as popular today as it was twenty-five years ago. The Nicollet has had a long and successful existence. Always in good hands, always well-furnished and maintaining first-class service, it seems to become more and more of a favorite as it grows in years.

Minneapolis is especially noted for its church and educational lines. Many beautiful examples of church architecture are found among the houses of worship, while as an educational center the Flour City ranks very high. It has about sixty graded schools and four high schools, the total giving employment to about 780 teachers. Then it has many private educational institutions of considerable magnitude and greatness, the most important one of these, though, is the Minnesota State University, of which the writer has already made mention. The following schools, located in the Mill City, are well known and reliable institutions, finely equipped and not surpassed in their lines of education anywhere:

The Graham Shorthand Institute, 421 New York Life Building; Curtiss Business College, Boston Block; Minnesota Normal School and Business College, Seventh Street and Sixth Avenue South; Northwestern Conservatory of Music; Minneapolis School of Music, 408 Nicollet Avenue; the Johnson School of Oratory, Music and Dramatic Art, 40-44 Eighth Street South; Minneapolis School of Fine Arts, Public Library Building.

GUARD AGAINST FIRE.

The City of Minneapolis exercises a careful supervision over all buildings erected within her limits. An elaborate building ordinance places the control of the matter in the hands of a building inspector, who has assistants especially qualified to examine carpenter work, mason work, iron work, plumbing and electric wiring. The ordinance specifies the requirements of many details of business. Before a building is erected or any material alterations or repairs are made, a permit must be obtained from the building inspector at his office in the city hall.



JANNEY, SEMPLE, HILL & CO., WHOLESALE HARDWARE, MINNEAPOLIS.



THE HANDSOME STORE FRONT OF "THE PROVISION CO.," MINNEAPOLIS.

All hotels, boarding, lodging or tenement houses six stories or over in height built within the city limits must be built strictly fire proof. The walls of every building erected or enlarged, within the fire limits of Minneapolis, must be built of brick, stone or iron, or other incombustible material. There are also very careful provisions made for the arrangement of theaters and public halls. The fire department of Minneapolis is an excellent organization. It comprises 306 men and about 175 horses, 23 steam engines, 20 hose carts, 11 chemicals, seven hook and ladder trucks, one water tower and one supply wagon.

To think of Minneapolis is to think of progress. You cannot disassociate them any more than you can think of the Falls of St. Anthony without connecting them with the city's great flour mills. Progress is the genius of the place and it is impossible to estimate the power and riches and greatness that await this Flour City at the Falls of St. Anthony.

THE TWIN CITY RAPID TRANSIT SYSTEM.

The ninety-four parks and eight lakes within the 108 square miles of the Twin City corporate limits, to say nothing of the nearby summer resorts, would not be available to the 380,000 people of Minneapolis and St. Paul or of the visiting public, without an extensive and thoroughly equipped street railway system. But the cities of Minneapolis, St. Paul and Stillwater, which are united into one urban district by the Twin City Rapid Transit Company, are said to have the largest street railway mileage and the most extensive modern equipment, in proportion to population, of any city in the world.

There are 255 miles of track, of which 127 are in Minneapolis, 104 are in St. Paul, and twenty-four form the suburban connection with Stillwater; and there are seventy-one miles of this with heavy welded joints and twenty-five miles laid in a concrete base, making it the most perfect electric roadway known. There are upwards of 1,000 cars to carry the 60,000,000 passengers which ride upon it during the year, and a rapidly increasing number of these cars are the new heavy four-motors of thirty-seven to forty-four feet in length. The entire system is electric; the passengers in the latest cars have the latest improvements for their comfort and convenience, with an electric button at their elbow to notify the motorman when they desire to alight; by night the cars are brilliantly lighted by electric lamps, and in winter heated by the Standard Baker hot water heater; the seats are as commodious and elastically cushioned as those of the best steam railways of the day; the open summer cars are the coolest places within the city limits on which to spend an afternoon or evening; and the system of universal and free transfers gives the traveler, for a single nickel fare, a twelve-mile ride over any two connecting lines of either city.

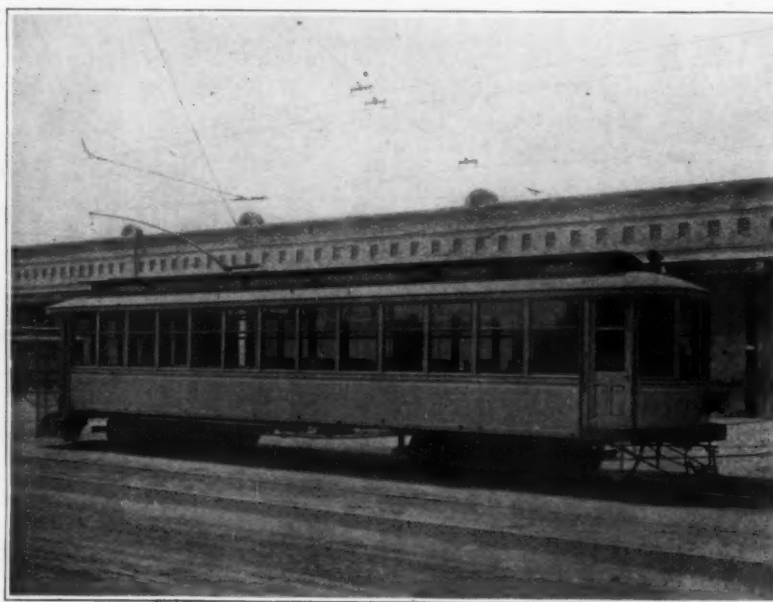
From Lake Harriet, in West Minneapolis, one may ride for a single five-cent fare eleven miles to the Falls and Park of Minnehaha in the extreme south. The one fare again will take you from Washburn Park or Lake Amelia in the southwest to Co-

lumbia Park Northeast, or to Camden Place and Crystal Lake in the north; in short, from Fiftieth Avenue South to Forty-ninth Avenue North, or from the lake chain in the extreme west to Columbia Heights in the extreme east, either of which are trips of something like a dozen miles—an hour's electric excursion for a five-cent piece. In St. Paul a single fare takes one from St. Anthony Park twelve miles to Fort Snelling, or from East Minneapolis to the boundaries of West St. Paul. For two five-cent fares the tourist may visit the extreme limits of both Minneapolis and St. Paul, which cover a combined area of 108 square miles, and enjoy a twenty-mile ride for a dime. He may travel from Lake Harriet in Southwest Minneapolis to Lake Como in St. Paul, and thereby traverse the business and residence sections of both East and West Minneapolis and visit two of the prettiest lake park spots in the country. If he wishes to traverse the entire length of both Minneapolis and St. Paul and see the homes and points of interest on both sides of the river in each city at one trip, he may start in at Crystal and Twin Lakes in Northwest Minneapolis and by transfers, covering three lines, pass through the business heart of both cities and finally (twenty miles from his starting point), get off at the extremity of State or Concord Street in the city limits in West St. Paul,

all for two five-cent fares.

It is questionable if there is any transportation on land in the world that offers the traveler more service than this for a nickel or dime. By steam locomotion the average passenger rate in the West is three cents a mile and in the East is not under 2 cents. But the Twin City Rapid Transit Company offers the traveler a ten-mile ride for a nickel, or a fifteen or twenty-mile ride for a dime; in other words, a ride at the rate of two miles for one cent.

The service, moreover, is now



STANDARD TYPE OF CAR USED BY THE TWIN CITY RAPID TRANSIT CO.; 44-FOOT BODY; DOUBLE TRUCKS; FOUR 50 HORSE-POWER EQUIPMENTS.

so systematized, through the multiplication of cars at the busy hours of the day and by the concentration of cars at a given point to meet an unusual demand, that overcrowding is avoided and the passenger is practically assured of a comfortable seat. To such an extent has this phase of the traffic been studied, that the company has been known to take a crowd of 10,000 people from the Lake Como or Lake Harriet Park and Pavilion within a half hour, providing them all with seats without a jar or a jostle. An unbroken stream of cars traveling at a moderate rate of speed is the key which the company has discovered and applied to the solution of the problem of transporting the big throngs of the city park and lake resorts, the national conventions, the popular theater and concert nights, and the annual state fair. As a consequence, when the audience pours out of the Lake Harriet Pavilion after the evening's Banda Rossa concert, or from an evening with the Minnesota State Band at Como, or the Exposition after an evening of grand opera, it finds in waiting a string of electric cars stretching for blocks and sometimes for half a mile, enough and plenty for everybody, so that not a man, woman or child need worry or hurry or jostle to be sure of a comfortable seat to his destination.

St. Paul has 1,152 acres of parks, and Minneapolis has 1,550 acres of parks and parkways, and about the same area of lake surface within the city limits; that is to say, about an acre of lake and park to each group of seventy people. But the seventy persons would not be able to enjoy the beauties of the one acre of lake and park, did not the Rapid Transit Company provide an electric car for its quick and comfortable transportation and have a block of well equipped mileage to every acre of city park.

St. Paul and Minneapolis spread over a vast area of groves and prairies and take in lakes and streams, embracing in all a territory of 108 square miles, or nearly 70,000 acres. That is to say, they have an acre of soil and sunlight and nature and fresh air to every seven people. That is one of the main reasons why their health record is among the highest of American or European municipalities. But the seven people to the acre could not reside among the groves or on the lake shore five or six miles out, around Como, Calhoun and Harriet, or at St. Anthony and Merrim Parks, or at Columbia and Phalen Parks in the north or Minnehaha Falls to the south, and build their homes over all the vast intervening territory, without quick and cheap electric service, giving the average resident a two-mile ride in twelve minutes for a nickel, or a five-mile ride in 25 minutes for the same price.



HEADQUARTERS BUILDING, MINNEAPOLIS GENERAL ELECTRIC CO.

Population and city improvement have followed the lines of street railway until the 230 miles of track within St. Paul and Minneapolis city limits have extended population over 1,200 miles of city street and 1,000 miles of sidewalk and been followed by 520 miles of water main and the erection of 106 school buildings, 325 churches and 70,000 homes. Rapid urban transit has thus enabled St. Paul and Minneapolis to become healthful cities of homes, instead of congested tenant centers. It has spread the city limits through the groves and among the water-courses over a healthful expanse two and one-half times the city area of Paris, at the same time that their population is less than one-sixth as large. It has helped to preserve that great Anglo-Saxon institution, the home, and given it a place where there is abundance of room and oxygen and the beauties of nature, and at such distance from the business center that the easy cost of realty has made it possible for every clerk and mechanic to earn and own a home of his own. It is the five-mile quick ride for a nickel that has extended Minneapolis from Shingle Creek to Minnehaha, and St.



[Courtesy of Board Art Co.]

Paul from St. Anthony Park to Fort Snelling, and thereby made it possible for 380,000 city residents to enjoy the healthful beauties of country life.

That the street railway system has been a forerunner, and not merely a follower of population and city improvement, is shown by the statistics of growth in mileage, equipment and passenger traffic. From 1875 to 1890, Twin City population increased about five-fold, while the street railway mileage increased over ten-fold. Again, the eighty-seven miles of Twin City electric mileage in 1891 have grown to 255 miles in 1901; in other



THE MAMMOTH WHOLESALE DRY GOODS HOUSE OF WYMAN, PARTRIDGE & CO., MINNEAPOLIS.

words, very nearly trebled during a period in which Twin City population has increased one-fourth. Expressed mathematically, Twin City street railway service has grown 194 per cent in the same ten-year period in which Twin City population has increased 23 per cent; the former has pushed ahead eight times as fast as the population and has been the aggressive pioneer, forerunner and advance agent of city development. This growth has been not only in mileage, but in equipment, power, number and capacity of cars, and number of passengers carried.



[Courtesy of Board Art Co.]

The new St. Anthony Falls dam, with its electric force of 10,000 horse-power to run the entire Twin City Rapid Transit system, is one of the finest street railway power plants in the world. The 1,000 cars, including several hundred of the new electric-button motors, which are manufactured in the Twin Cities, make a rolling stock that is not surpassed by any cities of the size and by few if any cities in the world.

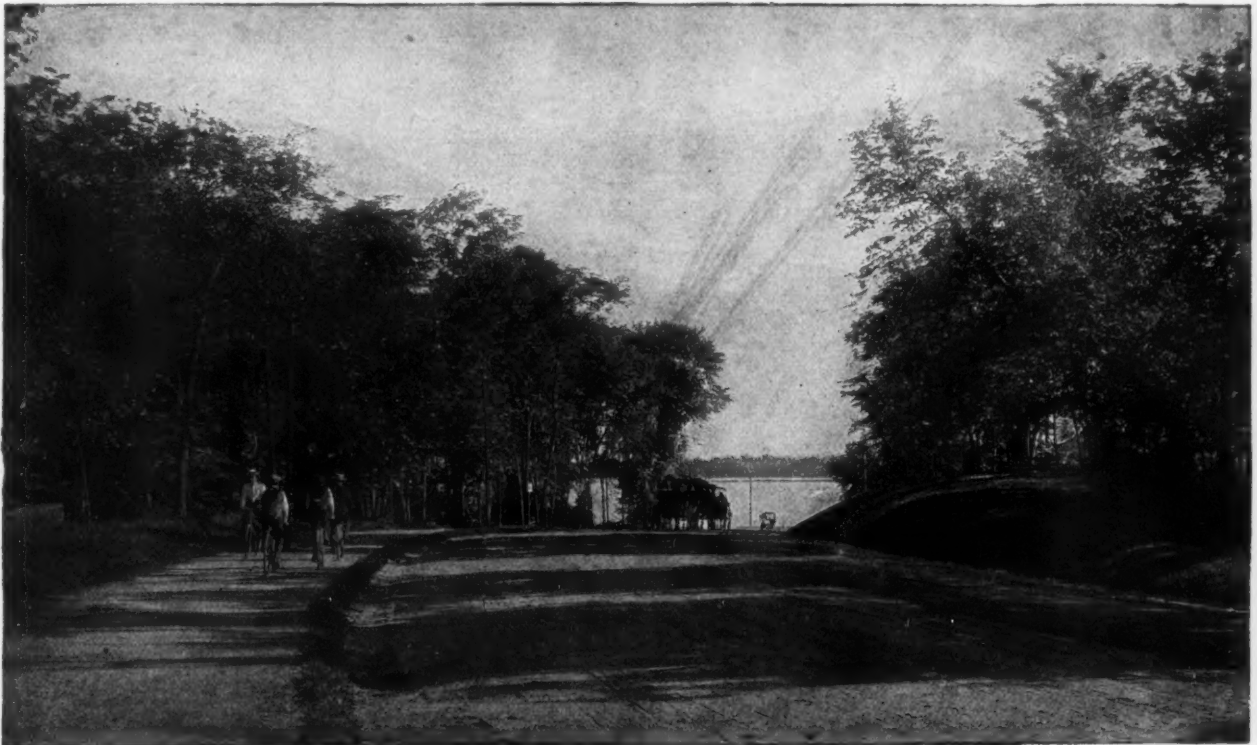
That a vastly increased proportion of the public is served is shown by the fact that the number of passengers has multiplied from 27,000,000 in 1890 to over 56,000,000 in 1900, and this year will exceed 60,000,000. During the present hot season the company is carrying to the lakes and parks for an evening cooling a mass of people that will bring the monthly traffic up to something like 12,000,000 passengers. The miles traveled in a year by the motors of the system has multiplied in ten years four or five times the rate of increase in city population, and last year reached 12,000,000 miles—a distance 480 times the circumference of the earth. It is not to be wondered, therefore, that the gross

terminating; but the city is in a measure independent of Chicago. The Minneapolis, St. Paul & Sault Ste. Marie Railroad, with its Canadian Pacific connection to the East, north of Lake Michigan, and several "lake and rail" routes via Duluth, Green Bay, Milwaukee and Gladstone, practically controls the rate situation, and competition does the rest. To the westward there is a choice of four routes to the Pacific coast. Every section of Wisconsin, Minnesota, the Dakotas, Nebraska and Montana is in direct communication with Minneapolis.

The Chicago, Milwaukee & St. Paul, Northern Pacific, Great Northern, "Soo" line, Wisconsin Central, Chicago, St. Paul, Minneapolis & Omaha ("The Northwestern Line"), Chicago Great Western, and Minneapolis & St. Louis have acquired extensive terminal facilities in the city.

RAILROAD SHOPS.

The Chicago, Milwaukee & St. Paul, the Minneapolis & St. Louis and the "Soo" railways have extensive shops in the city, and take rank among the largest local employers of skilled labor.



INTERLACHEN DRIVE, MINNEAPOLIS; LOOKING TOWARD LAKE HARRIET.

earnings of the system in ten years have more than doubled, that the dividends to stockholders in five years have multiplied something like ten-fold, or that Twin City common stock, which was fifteen in 1897 and sixty-five in January, 1901, is today quoted in Wall Street at upwards of ninety-five. The solidity of the company's progress and development, the factor it has become in Twin City growth, the advance in the capacity of its plant and equipment, in the volume of its patronage and in the quality and quantity of the public service rendered, find a logical and accurate reflection in the statistics of the financial market.

RAILROADS.

Nine great railways afford transportation facilities for Minneapolis. Their numerous branches and divisions, if counted separately, would double the number. Trains arrive and depart daily over a score of routes. The railway systems represented in the city aggregate about 40,000 miles of lines, and include the strongest corporations of the kind in the West. Six railways connect Minneapolis with Chicago and the Eastern lines there

The aggregate value of the real estate, terminal property and shops owned by these companies is very large, probably exceeding \$8,000,000. The total number of hands employed by these companies is 1,800, and the total amount of their combined earnings per annum aggregates over \$1,000,000, which is all expended here.

CHAMBER OF COMMERCE BUILDING.

The new Chamber of Commerce building, which is now in course of construction, of which Kees & Colburn are the architects, will be a notable addition to the Flour City's business district. The new building will be one story higher than shown in the illustration on page 5 of this number. The structure will cost more than \$450,000, and will be of brick and steel and absolutely fire proof. The floors will be of cement. The best set of elevators, five in number, will carry passengers to the offices. The present Chamber of Commerce building, which immediately adjoins the site of the new structure, will also be used.

V. H. S.

One Hundred Thousand Pairs Made and
Sold During Past Six Months.

We
 Are
 Outrunning
 All of
 Our
 Competitors.



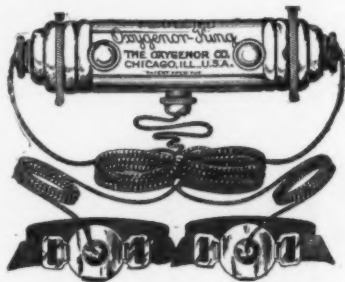
Ask
 Your
 Dealer
 For
 These
 Styles.

NORTH STAR SHOES
Are the Best.

In the Minneapolis Business World

SOMETHING ABOUT OXYGEN, THE POTENT ELIXIR OF LIFE.

We take great pleasure in calling the attention of our readers, and especially those afflicted with disease, to the Perfected Oxygenor King, which has gained for itself no small fame and for the Northwestern Oxygenor Company a tremendous volume of business. Because of the many so-called medical properties that are being widely advertised throughout the country, and that prove to be anything but a curative when used, it is common nowadays to doubt the good to be derived from devices put forward for the cure of disease. The use of oxygen, as applied by the Perfected Oxygenor King, has become general with excellent results, as has the use of electricity similarly used. What medicine and electricity have done for man and woman, so has oxygen proven the same beneficiary. Skeptics there will always be, but it remains for those who have investigated to benefit by the new scientific research. If one suffers and looks for relief, not to be had from doctors even though they may not be at fault, one should reason and use sound judgment upon all claims made by medical devices. And, after a thorough investigation, perchance a remedy will be found, like the Perfected Oxygenor King, that will prove to be the health looked for.



The Oxygenor is an instrument that is used in the home. It makes its possessor the doctor and cures every known complaint in the category of disease without medicine or electricity. With the oxygen of the air this wonderful instrument does wonders. It causes the body to absorb the oxygen of the air through the skin and membranes, purifies, enriches and vitalizes the blood, and destroys bacteria, bacilli and all disease germs. It is simply operated and causes no inconvenience.

The Northwestern Oxygenor Company publishes a periodical of its own which can be had for the asking. The offices of the company are at 430 Temple Court, Minneapolis. For over two years it has distributed the Oxygenor instruments, 1,500 of them having been sold to the people of Minneapolis and the Northwest. Rev. J. A. Frost is at the head of the concern, with the title of manager.

That the Oxygenor treatment possesses much virtue has been proven over and over again. Leading newspapers and periodicals of the country have quoted testimonials of the Oxygenor, statements made by prominent physicians and business men who have given the subject personal investigation. These well known citizens attest to many remarkable cures made by the Oxygenor. Mr. Frost will cheerfully send any information concerning the Oxygenor to such people who send for same, and will also mail to them a copy of the "Oxygenor Gazette," and a complete list of references and testimonials, etc. It costs nothing to investigate the Oxygenor, while a little time spent in writing Mr. Frost may prove of incalculable benefit to those interested.

A NEW ARTIFICIAL LIMB HOUSE.

Minneapolis adds to its list of new enterprises almost daily, a new comer into the manufacturing field being the Aluminum Artificial Limb Company, located at 210 Washington Avenue North, of which Ralph R. Riebeth is manager. Mr. Riebeth is

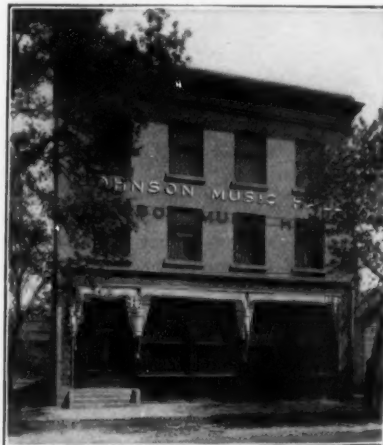
a son of A. R. Riebeth, an old and respected citizen of the Flour City. Young Mr. Riebeth, before entering into a business life, received a thorough education in the best institutions, after which he chose the life of a mechanic as the one most adapted to his tastes. We call the attention of our readers to the advertisement of the Aluminum Artificial Limb Company, which appears on another page of this magazine.

The writer recently visited the quarters in which this company is installed and was impressed with the practical methods used in the manufacture of the artificial limbs. Occupying ground floor room, the equipment is most complete and modern, and the company is able to execute orders of every capacity. Mr. Riebeth is modest in his claims; he solicits an order to vouchsafe the character of his work and the satisfaction attendant upon it. Close application and expert workmanship are the secrets of Mr. Riebeth's success, and the artificial limbs which he manufactures have always pleased the most critical among those needing his services.

Constant improvements are made almost daily on everything patentable on the market. In this connection aluminum artificial limbs are now being made in such a manner as to claim superiority over the old style wood and leather limbs. The use of aluminum, on account of its extreme light weight and surprising durability, is becoming so large and available for so many purposes that it is small wonder it usurped the old wood and leather methods of manufacture in the artificial limb world. The manner in which the aluminum limbs are made is unique and interesting. Those desirous of obtaining such and all other information regarding this line of work, should write this company. Mr. Riebeth has been established in Minneapolis a little over a year, making the Mill City his headquarters for the Northwest. He has already executed many orders since his advent into the artificial limb manufacturing field, and enjoys a constantly increasing business.

A LEADING MUSICAL COLLEGE.

Such has the Johnson School of Music come to be regarded in the Northwest. The issuance of the third annual catalogue of this institution of learning means much of interest to the musically inclined people of Minneapolis and the whole Northwest.



It is replete with information regarding its different branches for the coming season's work, and tastily illustrated with the personnel of management and faculty, including a view of the handsome new building it now occupies, built and dedicated for its especial purpose. The college has attained an enviable record in the past few years, such as the Johnson School of Music, Oratory and Dramatic Art has enjoyed, and the coming season will surpass all efforts of the past, judging by the list as made up, of talent employed for the heads of each department. Such teachers as the Johnson School affords its pupils appeal to the needs of the public and are not overlooked in the plans for engagements for the season's work. All those interested in the coming season's study should write the school for its useful and handsome catalogue just issued.

The Tontine Savings Association and Its Great Success



About two years ago an article was published in this magazine respecting the business and business methods of The Tontine Savings Association, the home office of which is in the New York Life Building, Minneapolis. What was said then can be emphasized now. The test of time is the only certain and indisputable test that can be applied to human enterprise. If a plan or a business have real merit and be honestly conducted, time will strengthen and prosper it; but if these elements be lacking, time proves calamitous. The Tontine Savings Association has prospered from the date of its inception. In the beginning it was an experiment; it is now an established certainty—a proven form of safe and profitable investment. For that is what it amounts to—an investment in which the returns are sure and the profits far in excess of the earning capacity of money at the most exorbitant rates of interest. All the details need not be mentioned. The meat of the association's business consists of the following plan for enabling persons of small or large means to make paying investment of their surplus accumulations:

The association issues what is termed a "Diamond Contract." When you make application for one of these contracts, you pay \$5 down, and enter into an agreement to pay \$75 more at the rate of \$1.25 per week for a period of sixty consecutive weeks—which makes a total payment on your part of \$80. Your contract is then fully paid and non-forfeitable, and you have done all that you are required to do. For this \$80 thus paid, The Tontine Savings Association contracts to deliver to you, when yours shall become in regular order the oldest outstanding contract, a commercial white and absolutely flawless two-carat diamond worth \$200 at retail. The matured contracts, as intimated above, are taken up and paid off according to priority of issue and as soon as the money placed to the credit of each such contract equals the sum of \$200.

This co-operative business of the association has been carried on with eminent success ever since 1894, during which time nearly one million dollars has been disbursed to persistent patrons. The contract holders are found in every State of the Union and in British Columbia, and it is noticeable that they are most numerous and persistent in those communities where the association and its straightforward methods have been longest known. "Once a patron always a patron," can be said of a great many of these Diamond Contract holders. As an illustration of this, the following voluntary testimonial—out of thousands that might be given and which are equally strong—is published from Theodore Stickney of Cedar Rapids, Iowa. He is paymaster of the Burlington, Cedar Rapids & Northern Railway, and a very prominent and thorough-going business man. Under date of May 28, 1901, he wrote to the officers of the association:

"I received today from your agent, Mr. E. O. Edson, your check for \$3,200.00, the amount in full due me on twenty Diamond Contracts taken out in May, 1899. This is a very gratifying return on the investment, and that I appreciate it you can judge by my application sent in today for twenty-four more contracts."

These testimonials show—what everyone acquainted with the association already knows—that The Tontine Savings Association carries out its Diamond Contracts to the letter. Indeed, they show more than this: they show that the association has for years been doing more than it promises. It is a strong and progressive institution. From the June bulletin of the association it is learned that the authorized capital stock is \$100,000, and that the disbursements in satisfaction of Diamond Contracts down to June 30, 1901, amount to the splendid total of \$612,900, the June disbursements alone having been \$40,125. In order to show the substantial progress that has been made by



HOME OF THE TONTINE SAVINGS ASSOCIATION, NEW YORK LIFE BUILDING, MINNEAPOLIS.

the association during the past two and a half years, the following table is given of the amounts disbursed monthly in cancellation of Diamond Contracts within the time mentioned:

	1899.	1900.	1901.
January	\$5,500.00	\$13,100.00	\$30,062.50
February	4,250.00	13,500.00	33,400.00
March	6,050.00	14,650.00	33,950.00
April	5,350.00	15,550.00	34,550.00
May	6,050.00	17,300.00	38,200.00
June	7,700.00	18,300.00	40,125.00
July	6,800.00	19,450.00
August	9,200.00	20,300.00
September	10,150.00	20,600.00
October	10,050.00	21,100.00
November	11,300.00	23,600.00
December	11,900.00	25,312.50
Total	\$94,300.00	\$222,762.50

This table is from the June, 1901, bulletin. These bulletins are issued monthly, thus showing the exact progress that is being made by the association every month. It is doubted if the magnificent progress shown in the above table can be equaled by any other investment concern of whatsoever nature.

The officers at the head of The Tontine Savings Association are men of high standing in their home city—men who transact business on the principle that any legitimate enterprise, founded on real merit and conducted honestly and with well-directed persistency, is not only entitled to succeed, but cannot well help succeeding. They have certainly furnished a practical illustration of this principle in their own business. The association has been managed with energy, ability, and equity, and its future prospects are bright beyond question.

SAWDUST WORTH MONEY.

Sawdust that was once a disagreeable by-product of lumber is coming to its own. No mill in this or in any large city has now any difficulty in selling at fair to good prices all the sawdust it can spare from its furnaces. A company is now making bricks of sawdust and cement. These bricks are hard, light, porous and one of the most perfect non-conductors of heat and sound known. They are used for walling refrigerator plants, for floor deadeners, etc. This company also makes boiler jackets and pipe wrappings of sawdust mixed with other materials that make it flexible and fabric-like in texture. It is proving a very successful article for the use for which it is designed.

A Reminiscence of Early Coeur D'Alene Days

One of the most successful gold-brick schemes ever worked by Westerners on Eastern tenderfeet was engineered by "Sure Thing" Cassidy at Wallace, Idaho, in the early days of the Coeur d'Alenes. It had been a hard winter in that country. Everyone was hard up, and it had snowed and snowed and snowed until the country was feet deep under the fleecy mass. "Sure Thing" was as hard up as the rest of us, says the narrator of the story, and we were all rustling for grub. At this juncture word arrived at Wallace that a party of Eastern capitalists were on their way to visit the camp for the purpose of investing therein. Great was the rejoicing when the news arrived, but in it all there was the element of doubt, for fear that the pall of snow that rested on the country might discourage the Easterners, as it would prevent our showing our claims to the best advantage.

among us, "Sure Thing" got hold of the mavericks. He escorted them to that hillside, pointed out those regularly planted stovepipes, and then poured a piteous tale of woe into their sympathetic ears. It was a sure-enough hard-luck story, to the effect that under each and every one of those stovepipes was a snug miner's cottage which "Sure Thing" had just succeeded in completing when the blizzard came along and covered them with snow, and made it impossible to rent them. Now the banks were pressing him on some notes they held, and threatened to grab the cottages if he didn't pay up. He wanted "to do" the banks, and would therefore sell cheap to the Easterners.

The tenderfeet swallowed that innocent tale whole. Inquiry developing that high rents prevailed in Wallace, they eagerly took "Sure Thing's" twenty-four stovepipes off his hands, each at the price of a completely built cottage. We stood in with one another in those days, and every one gave the tenderfeet an awful steer when they made inquiries.

The money safely in his pocket, "Sure Thing" straightway departed for California—strangely neglecting, however, to leave his address behind him. And now for the sequel. Did you



A GLIMPSE OF THE LAND OF GOLD, NEAR CAPE NOME, ALASKA.

The whole camp was in a state of great excitement, as every man-jack there had a scheme or a claim with which he fondly hoped to separate the tenderfeet from their wealth; if only that accursed white and deadly mass of snow did not prevent. Of us all, "Sure Thing" was the only one wise enough to take advantage of that which he could not prevent, and compel the snow to further his designs.

Amid the general conversation apropos the expected arrivals, "Sure Thing" said little; but he was doing a lot of thinking, and the events showed that that thinking was not wasted. As the result of it, "Sure Thing" got together all the money he could beg, borrow, or steal, and with it purchased two dozen stovepipes. These he took to some waste land about half a mile beyond the eastern limits of the town, and planted them in the snow on the side hill, at regular intervals, thirty or forty feet apart. No one noticed what he was doing in the general excitement, and "Sure Thing" said nothing. His stovepipes planted, he just sat down and waited.

In due time the tenderfeet arrived at Wallace, and there were great doings. Finally, one day, after the excitement had begun to die down and we had become used to having them

ever hear of the chinook wind? It is a breeze that comes straight to us from far-away Japan, and under its influence snow will disappear more rapidly than even did "Sure Thing" after he had secured that good Eastern money. A chinook wind will melt four or five feet of snow in a night; and when that particular chinook wind had passed by, the country around Wallace was completely bare. Then did those guileless tenderfeet eagerly sally forth to see their newly-acquired cottages, only to discover that they had literally purchased a pig in a poke.

There lay the bleak hillside, and scattered about it were twenty-four stovepipes. There was nothing else, and slowly the truth dawned on them. But, poor fellows! what could they do? There was no one left in Wallace for them to take it out of. "Sure Thing" had some time previously silently folded his tent and stolen away to parts unknown.

After uselessly wasting much money and more profanity in an effort to get even, those poor lambs, without their fleece, departed for their Eastern homes, poorer in pocket, it is true, but, oh, how much richer in experience!

STORIETTES

By Victor H. Smalley

THE OPPORTUNITY OF DEANE.

It was a bad night outside. The wind howled and sobbed around the street corners, the rain fell heavily, beating a dismal tattoo on the windows of the "Morning Sphere" editorial offices; the night was mournfully dreary, and Fenton, the city editor, congratulated himself on having brought his heavy macintosh to the office with him. The brass police gong in the reporters' room suddenly broke in on the silence with its ear-splitting "clang, clang, clang!" Durrett, the police reporter, removed his feet from the radiator, emptied a half-finished pipeful of Durham and gave utterance respecting fires in general and this one in particular in blasphemous language as he went forth into the rain to attend the possible conflagration. Silence again reigned in the sanctum, while the wind howled and sobbed with fresh vigor.

It had been a slow night for news in the city room and, to quote the city editor's thoughts, the paper would look like "a nine-year-old almanac next morning, unless something big happened before long."

"You are short about two columns on the local page, Fenton," said Haines, the managing editor, his corpulent figure occupying the threshold between the former's room and his own sanctum. "It's late and I hate to throw a bunch of telegraph and plate stuff on the last local."

Fenton glanced up from under the green shade of the electric light and scratched his nose reflectively with the end of a blue pencil.

"I've got a column of political gossip here, and Durrett is out on a fire which may pan out good. If it comes to a pinch—"

Here the city editor's speech was cut short by the "ting a ling" of the telephone. He stepped to the receiver while his chief went back grumbling to his sanctum.

"Hullo," shouted Fenton between his clinched teeth which held the butt of a bad cigar, presented that night by a mayoralty candidate. "Hullo, what yer want? Yes. This you, Doc?—Suicide?—Where?—Good story, you say?—Much obliged, Doc. I'll have a man up there at once. Yours truly. 'By.'"

Fenton hung up the receiver and looked into the reportorial room in search of some one to send out after the story. There was only one member of the staff available. Deane, the sub, just out of college with a week's short record of newspaper work behind him, sat on the window sill gazing down on the wet pavement and hazy street lamps, thirteen floors below.

"Tough luck!" muttered the city editor; "hate to send the kid out on a good story. But—here Deane; jump in a cab and go to 108 Beardsley street, as fast as you can. You know the place? House where Senator M—— was robbed last Thursday. Young woman just committed suicide there. Good

family, wayward girl; chance for a human-interest story. Chase yourself!"

Deane was out of the office and at the elevator shaft long before the sentence was finished. Here was his long looked for opportunity; a good suicide and all to himself! His lucky star was certainly on the ascendant tonight.

A few minutes later found the young cub reporter the anxious occupant of a speeding cab, bound for the scene of the recent tragedy. The boy's brain was a whirl of speculation as to the best "introduction" for, as he termed it, "a rattling good suicide."

The hands on the clock of the city hall, plainly visible from the editorial offices of the "Morning Sphere," pointed ominously near three o'clock that morning when Deane dashed into the city editor's cubby-hole, his face as pale as death, his lips blue and his eyes wide open with terror. Fenton, whose glance had not left the big clock across the street during the past half hour, heaved a sigh of relief at the sight of the belated cub.

"Hurry up now, son," he said kindly, noting the terrified expression on the boy's face. "Tear off as much as you can. Use Richardson's machine; it's in good order. Get a move on!"

The cub stumbled into the adjoining room and, without removing his rain-soaked overcoat, sat down at the machine, slipped a sheet of copy paper into the roller, and was soon in the midst of his work.



"A young woman had committed suicide."



"Fenton . . . heaved a sigh of relief."

The managing editor's corpulent form again appeared in the doorway of Fenton's office.

"Well, anything doing?" was his inquiry.

"Yes, sir. Deane is just writing up a good suicide. Doc Sawyer, the coroner, 'phoned the tip. Deane's the new man, you know." (By way of explanation.) "Looked like a sheet when he came in. Not used to such scenes, I guess."

The chief vouchsafed no answer to this and retired once more from the scene. A few minutes later Fenton was reading the first page of Deane's story. As the former's experienced eyes wandered down the sheet his countenance evidenced keen surprise.

"A tip-top story," was his thought; "never thought the kid had it in him. Great on the pathos."

Deane worked steadily away at his machine, and soon the account of the suicide was completed. He handed the last page to the city editor and then returned to his desk, burying his face in his hands. Fenton made a few corrections, wrote a "freak head" and sent the story shooting up the pneumatic tube to the composing rooms above. At exactly 3:45 a. m. the great presses in the basement rumbled and groaned and the first edition of the "Sphere" was being prepared for the public.

It was nearly 4 o'clock when Fenton buttoned his long, yellow mackintosh about him, lighted another political gift and stepped into the city room to switch off the electric lights. He started as he noticed the silent form of the cub reporter at his desk, his face hidden in his hands, the fingers wet with tears.

"Here, Kid; this won't do," said the city editor, as he shook the boy by the shoulder. "You'll have to get used to this sort of life if you want to stay in the business. You act as if the girl had been your sweetheart."

The boy lifted his head, showing his tear-stained, agonized features to his chief, as he answered simply:

"She was my sister, sir."

A DREAM.

"Then you positively refuse to go to the opera?" asked Edith, my wife, as she stepped into my cozy smoking room and found me comfortably buried in my favorite arm chair, my slippers feet resting on a foot stool, and a Havana between my teeth. The sight which met her gaze evidently was answer enough, for she did not wait for a verbal reply.

"You're awfully lazy lately, Charley," she continued, a frown clouding her pretty features. "You never go out any more and seem to think more of those vile cigars and your books than you do of me," and she stamped her dainty foot impatiently.

Edith always looks particularly pretty when she is angry. Tall and divinely fair, she is a woman that any man should be proud to possess as a wife. That she is beautiful is not saying much, for there is something far better than mere beauty about Edith's appearance, though there is also that look of firmness, not disassociated with pride, which has made many men, much more clever than I, hesitate before offering her their most humble selves "for better or for worse."

Edith did not expect any apology nor hardly an attempt at a response from me, so I remained silent and admired her, radiant in a new costume which I remember distinctly as having cost me a tidy sum.

"You look very sweet tonight, my dear," I ventured. "Have a good time and don't flirt too much with your handsome cavaliers."

The frown vanished and she smiled as she kissed me on the bald spot on the top of my head and rubbed my rough cheek affectionately. That's Edith's way of letting me know that I am forgiven.

"Well, if you won't, you won't, and that's all there is to it, I suppose," was her ejaculation. "So I'm off. It's dreadfully cold out tonight and it's a shame to keep the horses standing so long. Good bye."

"Good bye, dear, and a pleasant evening," I responded, as she closed the door behind her.

The wind beat against the windows and the snow fell in big, white flakes outside. It was indeed a cold winter night and, as I puffed lazily at my cigar and idly watched the cheerful blaze

of the fire, I congratulated myself in the anticipation of a comfortable, warm evening, and did not in the least envy my wife in her box at the opera. My head dropped back, my heavy eyelids closed and I dreamed.

* * *

It was a cheerless, damp Chicago afternoon, and the big clock in the law offices of Munn, Wyse & Munn had struck the hour of five in its familiar deep-toned clang. The young man at the typewriter in the dingy little room adjoining the main office, closed up his desk with a sigh of relief and passed his hands wearily over his tired eyes. He removed the long, checkered and ink stained sleeve-protectors, put on his mackintosh and derby and was soon whirled down the fourteen flights of the big Monadnock building. A half hour later found him at home; home consisting of a very small but charmingly cozy flat, a few minutes' walk from the end of the South Side "L." He had stretched his tired form on a couch in front of the small, grate fire. Seated on the floor by his side was a woman, whose large coal-black eyes had in them an expression of softness which told the story of her love for the young law-student. The mobile lips followed the dictates of the eyes and she kissed him softly on his forehead, and smiled. An expression of infinite tenderness passed over her whole countenance like a fleeting gleam of sunshine.

"My boy has worked hard today?" she queried softly.

"Yes, Nelle, but thank goodness it's most over with. Monday I start for the West to see if there is anything in the time-honored advice of Greeley. And when I am on my feet and have a little home I will send for you, my sweetheart."

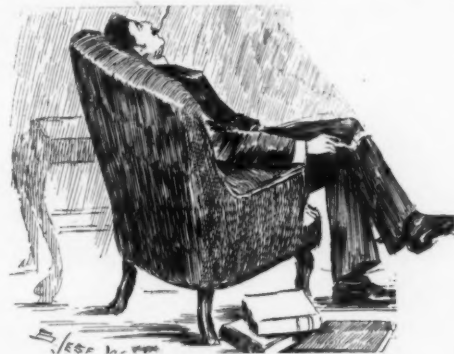
A look of pain passed over her face and the marvelous eyes, as black as a starless night, filled with tears, as she said, brokenly:

"Oh, Charley, dearest. I feel that when you leave we shall never meet again."

He passed one arm about her waist, as he answered:

"Nelle, I can never live without you. I don't care what the world says; of the sneers of old Dame Prudy, nor anything else. I love you."

The flame in the lamp on the mantel-piece sputtered and then went out and the fire shed its soft glow at the feet of the lovers.



"I puffed lazily at my cigar."

With a great effort the woman checked her tears and nestled closer to him as she whispered:

"Remember, dear heart; if anything comes between us, if we never renew this love for the sake of which I have given up name, honor, everything; the fault will never rest with me—I swear it."

* * *

The front door closed with a bang and I awoke with a start as Edith tripped gaily into my study and looked with surprise at the dying embers in the grate and the half-smoked cigar on the floor beside me.

"Why, Charley!" she cried, "you've been dozing here ever since I left. Gracious, what's the matter; your eyes are filled with tears."

"Some smoke got into them, I guess," I replied testily, as I pulled myself together and tried to gather my senses back from their strange visit into the realms of the past.



SHE QUOTED SCRIPTURE.

A young girl was caught kissing her sweetheart a few days ago. Her mother took her to task for such actions, but the girl silenced her by this quotation, "Whatever ye would that men should do unto you do ye even so unto them." The old lady wilted. Memories of old were brought forcibly to mind.

PERFECTLY SAFE.

The Bishop of Minnesota tells the following good story, which will be thoroughly enjoyed by the red men and women in the Indian Congress when they read it: "I was holding," says Bishop Whipple, "a service near an Indian village camp. My things were scattered about in a lodge, and when I was going to leave them there while I was going out, I asked the chief if it was safe to leave them there while I went to the village to hold a service. 'Yes,' he said, 'perfectly safe. There is not a white man within a hundred miles!'"

HE GOT THE WRONG FOOT.

It was in a Pullman sleeper, and just across from the bachelor's berth was a handsome little woman and her three-year-old boy. Early in the morning the two were laughing and playing together, and the goodnatured bachelor smiled to himself as he arose to dress. Suddenly a little foot peeped out from the curtains of the opposite berth, and, with a twinkle in his eye, the bachelor grabbed the plump toe and began: "This little pig went to market, this little" — "That is my foot, sir," said the indignant voice of a woman. The silence which followed could be heard above the roar of the train.

A WILY JAILER.

Vancouver, British Columbia, has considerable of a diplomat in the night-jailer, whose name is Tom Crawford.

A drunken man was locked up in the police cells the other night, and he annoyed everyone within hearing by kicking on his cell-door with his heavy hobnailed boots, according to the Vancouver *World*. Tom, who was in charge of the cells, went to the cell-door, opened it a little and said:

"My man, if ye'll be aither puttin' your boots aff Oi'll give them a rub, so that you'll look a bit respectable-like when yez kim before the magistrate in the mornin'."

The prisoner, flattered at the request, at once complied, and saw his mistake only when the wily Thomas shut the door upon him, saying coolly:

"Yez kin kick now till yer tired."

MINNESOTA'S CARRIE NATION.

A young married woman down at Kimball, Stearns county, has a highly successful method of closing saloons which are kept open after the legal hour, says the Wadena (Minnesota) *Pioneer-Journal*. She waited for her wayward husband until after two o'clock one night, then arose, dressed, and, arming herself with a large revolver, went down to one of the saloons in the village. She found it open, and walked in. Her husband was there, as she suspected, and she ordered him home. He complied with the order, and quietly but firmly she invited every one in the party to disperse. Then, at the point of the revolver, she compelled the saloonkeeper to close up his place, saying

that if the village authorities could not enforce the law she would. The method of the Kimball woman is much better than that of Carrie Nation. She closes the saloons without smashing them.

AS MAD AS THE DOG.

Just before the health office closed yesterday afternoon, says the Minneapolis *Times*, a colored youth rushed in and exclaimed between breaths:

"I'se been bit by a mad dog!"

"How do you know the dog was mad?" inquired Sanitary Inspector Luxton.

"From de indications."

"What indications?"

"When a mad dog bites a pusson, don't dat pusson get mad?"

"That's what he does," assented Mr. Luxton.

"Well, den, you can just bet I done got mad."

"Where did he bite you?" was the next and last inquiry, as the colored boy had not yet disclosed the locality of his wound.

"Why, right down heah on Secon' avenoo souf."

Sanitary Inspector Luxton told the lad to wait until Dr. Hall arrived, as he didn't feel equal to treating the case.

QUEER USE OF A TOMBSTONE.

The Milnor *Teller's* story on a tombstone recently discovered under the platform of the depot in that place inspires the Sheldon *Progress* to spin the following: "The *Progress* blushes to confess that it is not so deeply moved as it should be, familiarity with tombstones having bred a sad contempt for them in its soul. The fact of the matter is that for four years this paper has been using for the base purpose of an inkstone, a marble slab whose face records that it once surmounted the grave of Sabrina, wife of Daniel Lee, who died June 17, 1854, aged 50 years, two months and twelve days. That is all the *Progress* knows of Sabrina; where she lived and married Daniel Lee and died is a hidden mystery. Her monument came to Sheldon from the office of the Lisbon *Free Press*, but among the many misdeeds that have been laid to George Harrison's door no one has charged him with robbing graveyards. No, the stone is believed to have been brought to Lisbon from the East by Editor Johnson of the old *Star*. It was wrong of him to thus desecrate Sabrina's tomb and cause her sepulchral tablet to play the part of buffet to a Washington hand press. Perhaps it's wrong of the *Progress* to continue to thus debase the last milestone of a human life, stolen from God's acre. We can only hope that by someone, somewhere, in some other way the memory of Sabrina is kept green."

PERSPIRATION AND PROFANITY.

A friend of ours invited us last Sunday to take a ride with him on the bosom of Lake Washington, in his gasoline launch, says the Seattle *Standard* humorist. This boat is provided with an upright, honest engine that is willing to work after the whistle blows and until 6 o'clock Sundays, if there is a rush job on, unless it gets water on the brain. Our friend tried everything he had read in his book of instructions to get this engine to run, but it wouldn't even crawl. He fed it gasoline from a squirt can, and encouraged it with perspiration and profanity; he took it to pieces and examined its interior critically; he washed its hands and face, but it remained the deadest thing thereabouts that did not have an odor about it. For three hours we sat in that boat house while he tried to coax that engine back to life, and offered whatever sympathy and condolence we were capable of. It was a post-mortem affair that seemed to call for an expert, so after our friend had tried the battery, examined the whole works and pumped himself as limp as a grasshopper on a fish hook, an expert was called in. He looked sadly at the two of us, and particularly so at the writer, then he turned gasoline in from the tank and the engine got next to itself at the rate of seven miles an hour against a head wind.

"WHY IS A — — — ?"

"Perhaps you can answer me this one," said the grain buyer, with considerable hesitation in his voice. "Neither of you fellows probably knows enough about the Bible to tell which comes first, Genesis or Revelations, and both of you probably believe that Job was one of the disciples, but this is an easy one and if you haven't the Biblical knowledge perhaps you can bring a little common sense to bear. What Biblical character is it who is not named in the Bible but whose shroud is found in every household and the cause of whose death was the subject of a widely read novel?"

"Sounds like one of those things we used to be called upon to translate into Latin," commented the newspaper man.

"Worse than that," said the mining broker.

"Well, gentlemen, this is the third and last call. If you don't come now the deal is off."

"Do you really mean to say that there is an answer for that thing?"

"Certainly. Listen now and I will explain it so that even you can understand. The character in question is Lot's wife.

our daily bread. But, by the way, can you tell me what happens when Sioux Falls?"

"She doesn't," retorted the newspaper man. "The divorce lawyers hold her up. What is the difference between a rejected lover and the city dump?"

"One looks like thirty cents and the other smells like it. Why is Chauncey M. Depew like a tramp?"

"Rale roadster, begobs!"

"No; he's an after-a-dinner orator. Why is a box of cheap cigars—"

"Like a wasp's nest in a dog kennel? Sting curs. Why is an actress aged 20—"

"Like a German ex-hackman? She is not. She's two-ten on the stage and he's Teuton off the stage. That's the worst ever. You ought to be ashamed of yourself. Why is the climate of the Philippines—"

"Like a drunkard? It's sot. That's worse yet."

"You unprincipled scoundrel, I was going to ask you why the climate of the Philippines—"

"I know it. You were going to ask me why the climate of



PROSPECTORS BREAKING CAMP AFTER A NIGHT'S REST.

Her name does not appear in the Bible. She turned into salt, which is, of course, a household article. Her death was caused by one last rubber toward the doomed city, hence the novel 'Looking Backward.'

"For heaven's sake, why don't you give us a few verses out of the telephone directory and call it a conundrum?"

"That reminds me of one," said the newspaper man. "Lot had it first, Paul had it last, girls have it all the time and Mrs. Mulligan had it in two places until she married Murphy and then she never had it again. What is it?"

"Hush, my man, there might be ladies within hearing," cautioned the grain merchant.

"Heard that when I was young," said the mining broker.

"Didn't know it was fifty years old," commented the newspaper man.

"What's the answer?"

"The letter L, of course."

"Gentlemen," said the wheat merchant, "we will now quit this foolishness and return to the peaceful occupation of earning

the Philippines is like the youngest cat in the family. Because it never reigns but it purrs, and a man that will get off a thing like that ought to be hung. Why is a chronic borrower like a pig in clover?"

"Or Johnny at the jam jar? All he wants is to be let a loan, and hanging is too good for a man that will perpetrate such an atrocity as that. Why is Grover Cleveland—"

"He has a Buzzard's Bay window. Why is a man going up stairs backward at three o'clock in the afternoon like a blind horse with a broken leg trying to escape from a cross-eyed deputy constable?"

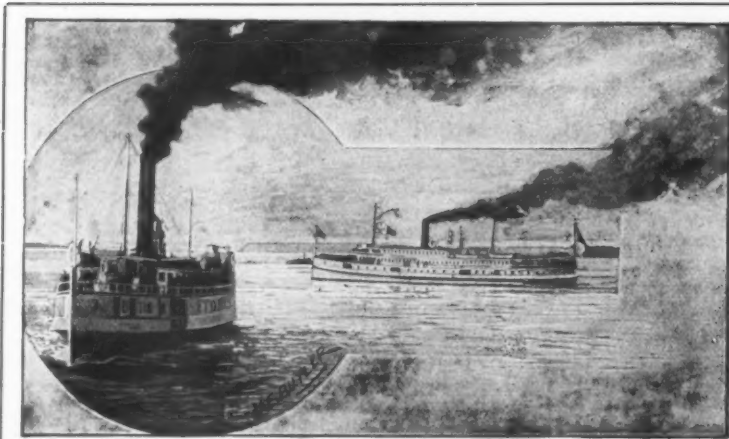
"Well, why is he?"

"Blamed if I know."

"Ah, go on. Tell me, can a horse fly?"

"No, but a tomato-can."

At that moment some-one broke the spell by proposing an adjournment to a soda fountain across the street, and the battle of words was forgotten.



WHEN THE GOLD SHIP COMES IN

Scenes on the Dock at Seattle
When Fortune Hunters
Return.

"Look out for that spring line."

"Man that stern line there. Look out, you people."

"Spring line fast, sir."

"Got that stern line?"

"Aye, aye, sir."

"Look out there, you people on the dock. Slow ahead," and the treasure ship swung slowly into the pier.

These orders and answers back and forth had been between the captain on the bridge, the mate for'ard, second mate aft, the warnings and caution being for the three thousand men, women and children that crowded the wharf. Some were there merely out of idle curiosity, to watch the steamer come in, but others were there to watch and wait for loved ones whom they had neither seen nor heard from in weary, weary months of waiting; fathers, husbands, sons, brothers, were expected. Others were looking for partners they had staked and sent to the gold fields, anxious to know whether they had struck pay dirt or not, and so, not being under the captain's orders, the crowd paid little or no attention to his commands, until the lead-laden ends of the hauling lines attached to the cables that hold the ship came hurtling through the air and fell on the planking of the pier with an ominous thud.

But dangers dodged were but little things to that waiting crowd. All eyes were turned toward the throng of miners on the steamer's decks. This one sought to recognize the face of the father or husband; that one of the brother or the sweetheart who was expected, hoped for on the home-coming ship. Rich or poor, they were coming home, and to many, yes, to most, the question of mere wealth was forgotten in that one absorbing self-query, "Did he come?" If they failed to pick out the face among the hundreds of faces they cried, one to another, "She's too far off, you can't tell yet," keeping hope alive. The miners on the deck were waving hats in answer to handkerchiefs waved ashore, shouting indistinguishable messages to people who shouted at them, but who did not know them as their own, and on both sides, on ship and shore, the people were behaving like a lot of wild lunatics on an outing.

Then the gold boat landed. The gangway was let down and the home-coming miners rushed ashore, while the crowd surged and swayed about them.

A little woman, holding by the hand a boy of four, with great brown eyes, sturdy little legs and a figure that is known in the world of gymnastics as "well set up," had been straining her eyes looking at the crowd on the deck, and at the same time protecting as best she could her babe from the crush about her. One or two men helped to protect the boy and to these she gave "thanks" in that jerky, abstracted way that told them she hardly knew what she said:

"Do 'ou see 'im, mamma?" chirped the boy.

"No—yes, I think I do, Will. They are too far away."

"Mamma, do 'ou see 'im now?" asked little Will as the boat landed.

And with a sob in her voice, pitiful to hear, she answered, "Maybe papa couldn't catch this boat, Will, dear. Maybe he will come on the next," and great tears gathered in her eyes as she strained them watching every man who came down the gangway, for she had not seen him aboard.

Suddenly a miner, dressed in the rough garb of the far north, with grizzled beard that lay upon the breast of his flannel shirt and half-combed hair that curled upon his shoulders, pushed his way through the crowd, parting the men and women in his path as a swimmer breasts the breakers. He made straight for the woman and the boy, and suddenly the woman found herself lifted from her feet, held tight in a pair of strong arms and heard a voice she knew saying:

"Kit, my darling, my wife."

And she, through her tears, as she was lifted up, said just one word, "Bob."

"'Ou let go my mamma. 'Ou let go my mamma, bad man. He's hurtin' my mamma," wailed the sturdy little boy, as he beat the big man's legs with his tiny fists and pulled at his coat.

The man heard the cry, and placing the woman tenderly on her feet lifted the boy in his arms. "Don't you know papa, Will?" he asked.

But the child fought him away as the man tried to kiss him, and cried, "'Ou ain't my papa, 'ou ain't. Mamma, take me, take me."

The man handed the baby boy to the wife and tears gathered in his eyes as he said: "He doesn't know me, Kit."

"Oh, Bob, you big goose, how could he. He was only a little over two when you went away over two years ago and he has only seen your picture, and now," laughing through her tears, "you come back like that." Then she kissed him again as if afraid her words had hurt. "Oh, Bob, you are so changed," she added.

"That's true, little lady," came the answer in a happy voice, as the man surveyed himself, and he laughed like a child. "Now, dearie, you and Will go home. I want to look after the stuff. It's been too hard work to get to take any chances of losing it now. Eh?" And the husband smiled, aye, even laughed aloud as he put his arm around her and whispered an answer to her question in her ear, "A hundred thousand clear, sweetheart, and maybe more. It was hard work, but I got there."

A little way over on the dock a great, stout, rugged fellow was chasing about through the crowd, evidently looking for somebody he expected to find. Suddenly he spied a man and rushing up to him grabbed him with both hands.

"Tom, old man; by George, I'm glad to see you. Where's Alice?"

Tom shook hands cordially enough, but did not answer the question. Instead, after half a dozen exclamations on both sides, Tom asked a question.

"How did you pan out, Jim?"

"Bully, bully. Brought down \$65,000 and got two claims that I wouldn't take twice that for. Where's Alice? She ought to be here to meet me. By Jove, won't she be glad, eh? I tell you, old man, the little girl shall have just what she wants. When did you see her last?"

Once more his friend tried to dodge the question, but Jim saw it and turned white under the tan and the brown marks of the frost king on his face.

"What's the matter, Tom? By God, tell me; I want to know. Is she dead?"

"Come over here, Jim," Tom said, and then he told him the old, old story of a wife tired of waiting for a husband she did not know was alive or dead, of a divorce, a re-marriage, and all the hardships he had endured and all the fortune he had gained were forgotten by the miner in the agony of that moment.

Rudyard Kipling says, "'Tis hell to see a strong man cry," and surely he is right, for as Jim bowed his head on his arm and sobbed, it was like the tearing away of heart strings.

After all, gold does not always bring happiness.

There was a funny little family on the dock—a little, fat, apple-cheeked Dutchwoman with her brood of babies, and she knew her husband afar off and he knew her. Long before the boat had landed she had pushed her way through the crowd, had heard from the husband on the deck that he had come home with "gelt" galore after three years' toil and privation, for he shouted the good news to a listening world and in turn she had shouted to him, as she put her hand on the children's heads, that this one was Gretchen, that one Johannes and so on down the line until the baby, born since he went away, was reached and she told him about it, utterly oblivious to the laughter of the crowd around her. There was a family reunion on the dock that would have done the heart of the most confirmed bachelor on earth good, and they all went away together, he explaining to the thrifty wife, that the nuggets and gold dust were perfectly safe.

There was a snappy, little fellow come ashore among the last, a regular mosquito, the way he buzzed about. Where were the baths? Where was the telegraph office, the depot and when did the next train leave for Detroit, Michigan, and how much time would he have, and what was the fare and where was the assay office?

He was a regular "rapid fire," loaded with interrogation points, and he fired them at random, at anybody, everybody, so long as he got some sort of answer. He wasn't expecting anybody to meet him, but he wanted to get away and he had a wholesome dread that somebody would try to bunko him, so that even when a messenger boy offered to show him the depot and telegraph office he literally ran away, saying, "I'll find it. I'll find it."

One man asked him how he made out up north.

"Bully," was the quick answer. "Brought down —, but it all belongs to my partner and the draf—that is the gold—that is, he is attending to all of it." The man afraid of himself hurried away and probably got started home all right, but he was burdened with his fortune.

Not all who came down had money. Not all who came off the ship met sweethearts and wives with stories of good fortune. There were some who came down the gang plank slowly, reluctantly, as if, amid the general rejoicing, they felt ashamed to acknowledge defeat. One of such men was merely a boy in years, but he was bitter in his wrath against the country, against his more prosperous fellows. There was a surprise awaiting him at the dock and it should have been the most pleasant surprise of the man's, or more truly the boy-man's, life. It was no less than his old mother, who had traveled thousands of miles to meet her son on his return from the Klondike. She didn't care whether he brought a million or needed a million. The latter she could not give him, but what she had was his even to the last penny, and she rushed up to him with a cry that only a mother's voice can utter, "My boy, my boy!"

He let himself be kissed, and stood with his arms hanging by his sides, while the gray-haired woman hugged him and cried

over him, and then he pushed her away and said with a snarl, "Oh, let up."

They went away together, and as they left the dock a miner who was cording up his bundle looked up from his work and said to a man who was cursing the hard-hearted son in pure Anglo-Saxon, "He didn't do anything."

"I'm dashed glad of it," said the wicked man who swore.

"So were we," chuckled the miner. "His mamma spoiled him, and, poor lady, she's getting her pay now, but, spoiled or not, he's a brute. I reckon, poor lady, she'll have to stand some of the trainin' we fellows had to give him before he became convinced he didn't own the earth. He could have done as well as the rest of us, only he wanted us to do the work and divide the grub and dust, and that don't go in Alaska."

The miner arose from his knees, the last knot being tied, and continued: "I done purty well, an' am going right back soon as I see my folks. They're down in Californy. Me and my partners cleaned up \$80,000, and I brung the dust down, \$20,000 apiece, leavin' the two boys working the claims till I get back."

"How's that? Twenty thousand apiece for three men don't make \$80,000?"

"That's right, pard," and the old fellow chuckled again. "I fergot our silent pardner. She's here in Seattle, and I've got to see her and divvy up her share. By gum, I believe that's—yes, sir, that's her. See her comin'—" and the old fellow shook with laughter as a neatly dressed lady hurried down the dock toward the boat. She was of "uncertain age," and had that indescribable air of taking care of herself that a certain kind of women acquire.

"Might as well hail her," said the miner as he saw she was going to go aboard the steamer, and he lifted up his voice in no gentle tones and bawled out: "Hi, there, you, Miss —," calling her by name.

The woman turned sharply and came toward him. "Land sakes, it's you, is it? Well, you ain't learned any sense yet. What did you yell in that way for?" she snapped.

"To tell you I bring you down \$20,000," chuckled the miner.

"Is that all?" said the "silent" partner, and everybody within hearing laughed. "Well, land sakes, it's better than nothing, I suppose. But I don't want to stand here with all these—these men gaping at me," with a wrathful glance around at the crowd that had laughed. "You go and get washed, and come up to the house, and, for goodness sake, get some of that wool sheared off," and away she went.

"That's our silent partner," chuckled the old miner, as he shouldered his pack, preparatory to going uptown to wash and get shaved. And she was; that is, she was a full-fledged partner in the concern, but as to her silence—well, that don't count in the assets, anyhow. She is a maiden lady in this city who has managed her own business for years and made money. When her two nephews back East wanted to go to Alaska she readily agreed to back them, stipulating that she would find and hire a miner to go with them, and all four were to share and share alike. She it was who picked up the unsheared miner, and she it was who met him on his return.

"Oh, my," said a friend to her, as she moved off the dock. "Ain't you glad? Twenty thousand dollars for you, and \$20,000 for each of the boys. Oh, my!"

"Land of gumption," snapped the "silent" partner, "what did you think I sent 'em up there for—to come home broke? Huh, we'll get more than that out of them claims," and away she went to wait for the miner.

There is no light without its shadow. On the dock stood a woman robed in black, clinging to a miner and sobbing on his shoulder. From out the gloomy depths of the cavernous hold of the ship the sailors reverently carried a boxed coffin. It contained the body of the woman's husband, the miner's partner, and he had brought it home, together with a fortune for the widow, but he who had won the fortune had died trying to bring it home, and now only the money was left to the woman, who would have gladly given it all for the touch of that "vanished hand," "for a sound of that voice that is still."



A Glimpse of CLAYTON Wisconsin

A New Agricultural Center
in Polk County

By Frederic Leigh Seixas

Readers of THE NORTHWEST MAGAZINE will notice that the productive State of Wisconsin has been the subject of much mention in these columns, together with some illustrating which showed to the people of "the outside world" the manifold advantages which come to those who take up their residence in the Badger State. The more we write about Wisconsin the more we realize that we have just begun to lay before the eyes of our readers the fertile resources of this wonderful State. The immigration to the State during the last year or two has done much to exploit the as yet almost undeveloped agricultural resources.

Clayton, something less than sixty miles distant from St. Paul, in Polk county, on the Duluth line of the Chicago, St.

wealthy interests, but little attention was paid to its development and no great measure of energy was expended in exploiting its unusual possibilities. All this has changed with the passing of the control of the property into the hands of John G. Allen, the well known land man of St. Paul. Recently Mr. Allen purchased the rich undeveloped acres which have lain fallow about the little town of Clayton, and, realizing the inevitable growth which must come to a section so favored, he has brought the little community to the attention of the outside world.

Farmers have been shown what can be done, with the result that much of the land is under cultivation with excellent crop prospects. This has naturally given a healthy impetus to the town itself where are already established business houses in the various lines. With excellent railroad service, furnished by the Chicago, St. Paul, Minneapolis & Omaha Railway Company, the farmers are enabled to market their products promptly and at fair rates, while the merchants can purchase their stocks in the Twin Cities and have the same delivered to them in good season.

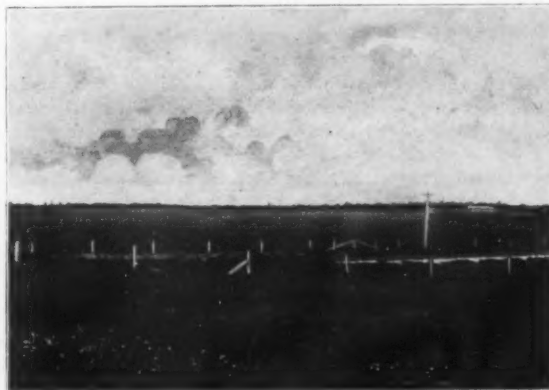
Land, the same distance from St. Paul in other directions, ranges in price from \$40 to \$70, while wild land about Clayton, which is shown to be so fertile that it produces abundant crops of wheat and small grains, flax, potatoes, etc., can be obtained at prices running from \$6 to \$12 per acre. The rich grazing country, plentifully supplied with springs, creeks, and lakes, has very naturally attracted stock raisers, so that there have been established several creameries and cheese factories, and dairy products of the various kinds form quite a factor in the shipments from Clayton.



CHICAGO, ST. PAUL, MINNEAPOLIS & OMAHA RAILWAY DEPOT AND HOTEL
CLAYTON, CLAYTON, WISCONSIN.

Paul, Minneapolis & Omaha Railway, will serve as a forcible illustration of this. Situated, as it is, in the heart of a wonderfully rich district, close to the markets of the Twin Cities and Lake Superior, with a black loam soil having an admixture of clay, with living water on all sides, it is small wonder that enterprising, progressive farmers have taken up lands in this section, and are engaged in raising widely diversified crops.

For some time much of this territory contiguous to Clayton has been under cultivation, and finer farms are not to be found in the West. The history of Clayton is but a repetition of that of many other Western towns. Although the town has been established for some years, it must not be supposed that all the advantages it possesses have sprung up in a day. The soil was just as rich twenty years ago, the water just as pure, the opportunities almost as easy to grasp, but the land being owned by



FOUR HUNDRED-ACRE FLAX FARM, OWNED BY JOHN G. ALLEN AND COLONEL
GEORGE E. KIERKE, CLAYTON, WISCONSIN.

Clayton has enjoyed within the past year a phenomenal yet entirely healthy growth. A modern hotel was opened the first of the year, and a number of stores, including a well equipped general store, which carries a complete line of such staples as are in demand with the country trade, have been erected and are supplying the needs of the inhabitants. Surrounded by a chain of lakes in which are abundant fish, Clayton offers unusual inducements as a summer resort. The principal one of these lakes is Lake Cemelia, which brings to the locality many advantages not to be over-estimated by the tourist, the home-seeker or the investor.



GENERAL STORE OF SWANSON & ERICKSON, CLAYTON, WISCONSIN.

Lake Cemelia, on the very shores of which the town is situated, gives indications which encourage the residents to think its waters possess such tonic properties as will result in making Clayton famous as a health resort. The water is being subjected to a careful analysis by experts, and should expected results become realities, a movement will be started toward the erection of a modern hotel capable of housing comfortably such as will be attracted by the health giving qualities found in the water.

The residents of Clayton are nothing if not enterprising. After carefully studying the conditions, they have made it known that they will encourage such new enterprises as a flour mill, starch factory, elevator, vegetable canning factory, etc.



STOCK BARN OF JOHN G. ALLEN, CLAYTON, WISCONSIN.

Much interesting literature has been disseminated calling favorable attention to this very progressive town, and it is much in the nature of a surprise to the visitor to find that, instead of a treeless prairie, the section tributary to Clayton is a country of green forests, rolling lands, intermingled with brooks, dotted with picturesque lakes, abounding in fish, where the residents enjoy good roads, churches of all denominations, school houses for the children, and evidence of intelligent energy expended in the direction of healthy upbuilding.

Negotiations are now pending to bring to the section tributary to Clayton a big herd of Angora goats to be secured in the

south. These animals are useful in many ways. To begin with, they are excellent "grubbers" or clearers, and, for food, select the thick undergrowth or shrubbery not essential to good farms. In addition, it is claimed, their meat is very tender, having something the flavor of venison, while their wool is said to be superior in some ways to that of the sheep. It is a distinct innovation, and the result of the importation will be closely watched by those most interested.

To those who are contemplating a change in their place of residence, who are thinking seriously of leaving the cities and entering into the free and healthy life of the farmer, or to those who are already members of the agricultural world, are not satisfied with their present farms and desire to take up new land, the following advice is ventured: Before making up your mind, it will be well for you to see what Clayton, Polk County, Wisconsin, and its tributary country can offer you.

ALASKA FURS THE BEST.

The best furs secured anywhere in the world are taken in Alaska. There is also a greater variety there to select from than in any other part of the world. Alaska skins have advanced since last March from twenty-five to 100 per cent. There are many causes, but the main one is that the Indians are not taking so many.

There are just as many fur-bearing animals in Alaska and in Alaskan waters as ever, but the supply is being cut short. In days before the advent of civilization the Indians were obliged to hunt fur-bearing animals for a livelihood. These they traded to the fur companies for articles of subsistence. Then the squaws did all the trading, while the Indians did the hunting.

The settling up of that country has furnished work of all kinds for the Indian, for which he is paid cash. At first he hardly knew what a regular pay day meant, but he is well posted now. He is civilized, so to speak. His squaw no longer does the trading. The Indian carries the money and instead of dealing with one trading company, as he has been in the habit of doing in years gone by, he goes from place to place, buying what he wants for cash.

So it is that his fur business is being neglected and the best furs are growing scarcer in our market. This condition is leading to the great importation of Siberian furs. They are not so good nor of such a variety, but must be had to make up the shortage.

The Alaska Indian knows the value of all furs as well as any white man. An old trader, on a recent trip, was forced to pay \$850 for a single silver fox skin. This sounds ridiculous, but he made a profit on his investment. The skin was an exceptionally fine one and could not be secured for less money.

NORTHWESTERN NATIONAL LIFE INSURANCE COMPANY.

Consolidation and economy of administration is the order of the day in the great Northwest as elsewhere. Minneapolis now has the largest Stipulated Premium Life Insurance Company in the world since Feb. 21st, 1901. On that date the Northwestern Life Association and the National Mutual Life Association, both of Minneapolis, decided to join hands and consolidate their respective business under the name of Northwestern National Life Insurance Company. The result is a company with 22,723 policy holders, with insurance in force of \$32,925,635, and with assets of \$2,087,119. The company was the first and largest to avail itself of, and to qualify under, the very stringent provisions of the stipulated premium law passed by the last Minnesota legislature.

The officers of the company are: President, W. F. Bechtel; first vice president, Dr. J. F. Force; second vice president and superintendent of agents, Wallace Campbell; secretary and treasurer, Geo. F. Getty. It has been well called the "Young Giant of the Northwest," and seems to fully deserve the title, as it has attained its great success in the short space of sixteen years. The company occupies beautiful and spacious offices in the Andrus building.

HOW COLONEL SPARKS FOUND "SCIP"

An Anecdote of the Nevada Cattle King's Early Days



Colonel John Sparks, the Nevada cattle king, is well known among the horsemen of the Northwest, and the following story told by him will interest many of our readers:

My acquaintance in New York City when I was down there for the first time, when a big raw boy, did not include more than half a dozen people, and it was my first trip out of the Treasure State, and, of course, I was awful green. Getting

pretty tired of rubbering at signs and in windows looking for someone I knew, I screwed up my courage and ventured to speak to a passing policeman. "Say, Mister, can you tell me just how far it is to a good tavern?" Lord! you should have seen that fellow laugh and guy me. He remarked something about hayseed, and like a fool I said that I wasn't in the market with hay seed, but that I had a few first-class horses I would let go if I struck a bargain. That policeman joshed me in good shape, but I did not care to have trouble, so started away. As I was leaving, the officer made a remark reflecting on the West. You know I couldn't stand that, and being a good husky lad, I smashed the big fellow square on the jaw, and into the gutter he went.

Concluding that I had done a good day's work, and thinking of the fun I would have telling the boys at home how a New York policeman had been licked, I started down the street. About three steps was as far as I got, when something hard with a tingling sensation cracked me on the head, and I followed in the tracks of the vanquished policeman into the gutter. A few thoughts of home, mother, sister and brothers passed rapidly through my head, and I wondered how they would feel when informed of my sad experience in that big city. The knock I received was a bad one, so it was some minutes before I was aroused from my stupor by the rattling of a gong and the clatter of horses' hoofs. They had "pinched" me, and we were on our way to jail. Pleasant dreams, oh yes, indeed; well, I certainly was a silly kid, but I knew that for the first time in my life I was up against it, and realizing that I did not have a friend on whom I could call for assistance within 2,000 miles, things looked decidedly blue. A big lump arose in my throat, and to be plain I felt as though I wanted to be back on the ranch.

The officer gave me orders to move my carcass out of the wagon when we had reached the calaboose, and I got down of course. In passing the nigh horse attached to the hurry-up wagon in which I had been riding, I noticed that the animal looked like a horse that had been stolen from our pasture in Nevada some years ago. Examining more closely, I found a circle "M" brand on the shoulder of the horse, and I was convinced that it was none other than "Scip," our old family horse. My father, previous to his death, spent considerable money in trying to find "Scip," and we all felt grieved at his loss. When I saw that horse my heart went out to him as though he were human. Throwing my arms about the horse I hugged his big head as affectionately as I would a long-lost brother. The police thought me crazy, and said as much, but when it was explained to them about the horse they all seemed interested. I requested that they get some sugar, which was soon forthcoming, as the men were now more interested with my horse story than in landing me behind the bars.

Holding the sugar in my closed hand, and shaking my finger at the horse as we used to do on the ranch, I said, "Scip, you are a good horse; beg and you may have the sugar."

The dumb animal seemed to understand, and after studying me a moment he pricked up his ears and neighed three times. "Scip" not only knew that sugar was near, but recognized me. This the policemen saw by the animal's actions when we started away from him. The horse, as if afraid he would lose his friend, made an effort to follow me.

It seems "Scip" had been purchased by the city officials in a horse sale some years ago. He was considered not only the smartest animal in the city department, but was the pet of the entire police force.

When my case came up in court next morning, the man whom I had knocked into the gutter and the official who had meted out similar treatment to me, and was the arresting officer, requested the court to discharge me. His honor did so, and asked me to call around and see him. He also was a friend of the horse and took a liking to me when he learned that I had raised "Scip."

The police boys called me into the patrol barn to visit "Scip," and they never ceased talking of that old horse while I was there. Although the chief of police showed me every attention possible for two days, nothing could persuade him to recommend to the city that "Scip" be sold in order that I might get the horse back again.

That horse seemed to know when I intended leaving, and really it seemed to me tears came to his eyes when I stood motioning to him and said "good-bye." I know my eyes were a little moist. The parting with that animal that had been so faithful to my folks on the ranch, and now had probably saved me from several dreary weeks in the New York jail, was as painful to me as any I have ever experienced.

It has been my custom to visit the metropolis every year since going there the first time, and I never failed to call on "Scip" at the police station as long as he lived. Five years after my first experience in New York City I received a letter from the chief of police of that city stating that my old dumb friend had died while on duty. The message grieved me greatly, for during my career as a stock raiser I have never found an animal that I took to as I did to the faithful old black "Scip."

THE ROCK LAKE COUNTRY IN WASHINGTON.

Nearly every well or spring around Rock Lake and within several miles of it shows traces of escaping oil and gas, says a correspondent in the Spokane (Wash.) *Spokesman-Review*. In some places the waters of wells and springs are rendered unfit for use by oil.

Before the oil prospectors came, Rock Lake was little known. It is quite a remarkable body of water. Its basin is that of a vast, ancient volcanic fissure in the earth, nearly nine miles long and from three-quarters to one mile wide. It is of unknown depth, as no sounding yet made has reached bottom, although lines from 1,200 to 1,500 feet long have been used. The waters are very clear during the year, except in the early spring, when the freshets bring in sediment from the creeks and springs.

From its outlet at the south end, which borders on a low plain of several hundred acres, to its head, which receives the waters of Pine Creek, flowing from the northeast, there is a gradual rise of basaltic cliffs reaching the height of 300 feet at the almost rock-walled head. The entire lake shore is rock-walled. In many places the cliffs are almost perpendicular to immense heights. Back of the cliffs rise higher, rounded hills of wheat and grazing-lands. The shore-line is in many places indented with bays, and it affords many good landings. The lake is almost free from obstacles to navigation.

The outlet to this magnificent body of water is afforded by Rock Creek, which flows into the Palouse River, after wending its course through a region of rock cliffs alternating with small plains. The springs along the banks of the creek show traces of oil, and Rock Lake promises to be the center of an oil and gas-field of probable immense importance. It lies about twenty miles south of Cheney.



VISITORS to the Pan-American at Buffalo are treated to a novel sight in the exhibit of the State of Washington. The commissioner of the State is housed in an office made of a hollow fir tree, fifteen feet in diameter. It is furnished with doors and windows, and is a first-class illustration of what can be accomplished in the State of big fir trees. Two planks eleven feet in width accompany the tree-office.

CHAIRMAN McLEOD, of the Western Passenger Association, makes the statement that during the five months of this year, more than twice the number of immigrants has arrived that entered the United States during the same period a year ago. Three-quarters of the immigrant business this year is from Italy and France. "Many of the immigrants who buy steamer tickets only to New York," Mr. McLeod says, "find their way to the extreme Northwest and the Northern States adjacent on the west to the Mississippi. The tide of immigration to these districts was never heavier than this year."

STATE engineers and representatives and senators from Western States met in Cheyenne, Wyoming, recently, to discuss irrigation, government aid, and the best methods of reclaiming arid lands. Some energetic discussions were held, resolutions were presented and a plan outlined for action at the next session of Congress. It is understood that Western congressmen and senators will work together on this important question as they never have before. They will ask Congress to provide for the settlement of the arid public lands and to authorize the construction of reservoirs for the storage of water, and other necessary irrigation works for arid land reclamation.

THE history of a city is always interesting, and the story of the growth and development of Minneapolis in this number is positively fascinating. Men who are not yet old can recall the times when two raw villages stood on either side of the Falls of St. Anthony—when the first little saw-mill was put in operation, and when the first straggling outlines of streets and thoroughfares appeared to mark the dividing line between civilization and savagery. Look at Minneapolis today—the greatest flour-manufacturing city in the world; the largest lumber-making city in the world; the leader among all cities in the world as a distributing depot for every description of farm machinery, from windmills to sulky plows and steam threshers. And Minneapolis has not reached the zenith of its population and prosperity.

"THE ideal country for the growth of sugar beet is in the arid regions of the West, where the climate is dry, and the ground can be irrigated at will. The beet requires just this combination to make its best growth. There are twenty States in the Union which could cultivate beets on a commercial scale with great profit." So says Henry T. Oxnard, the sugar beet magnate of Oxnard, California, who made a trip through Montana recently which may have far-reaching influence on the welfare of the State, especially in the line of agriculture. It is strange, indeed, that the people of America, who lead the world in all other branches of agriculture, have not sooner taken up the problem of making their own sugar. The sugar beet industry is not taking a leap in the dark, for it is proven to be a great success.

THERE are other ways of getting rich in Alaska than by discovering or developing a gold-mine. One of the ways of making money there with practically no risk is in the cannery business. Alaska is now a larger producer of packed salmon than

any part of the world. The profits which are made in this business from year to year are not only secure, but simply enormous. One cannery was put in Bristol Bay last season, and packed enough salmon in its first year to pay for the plant and leave a small surplus. Next season the revenue from the sale of the pack will be practically all profit. As a result of the large profits to be earned in this business several new canneries are being put up in Alaska this year, and, in fact they are going up every season. But there are plenty of locations yet, and if the fish are properly propagated, as provided by the federal laws, the industry is capable of almost indefinite expansion and the supply of fish will never be exhausted.

C. W. Mott, general emigration agent of the Northern Pacific Railway Company, has issued a little booklet giving the population of the cities and villages and business openings on the line of that railway. The booklet contains much valuable information and reflects considerable credit upon the genial "Colonel" Mott, whose original ideas have done much toward bringing the emigration department of the Northern Pacific up to its present standard of excellence. In the department of the booklet devoted to business openings, the items are alphabetically classified, so that the prospective emigrant can turn to the page devoted to openings in his line and see just where they are. He can then turn to the table of population and ascertain how big a place it is. For instance, the blacksmith will find that there is an opening for his trade in Beroun and Cushing, Minnesota; in Beans, Oberon, and Sims, North Dakota; in Kalama, Washington, etc. The population of these places are all in the booklet. The Northern Pacific tries to do more than bring people into the country along its line; it endeavors also to see that the unemployed secure work, and that the towns and villages along the road are supplied with such institutions as are necessary to the general prosperity of a community.

PRACTICALLY every state in the Northwest is in favor of the construction of a larger canal over the State of New York for the sake of lowering the cost of transportation of wheat and other Western products to Eastern markets. The failure of the canal men of New York State last winter, however, to come to any agreement upon a plan for canal improvement, was discouraging to Western shippers, and therefore they now thought an appeal should be made to congress to improve the canals of New York at the expense of every state in the Union. Western engineers say that it was believed East that a twenty-one-foot canal should be built from Buffalo to Lake Ontario and then from Oswego, on Lake Ontario, to the Hudson River. A canal of twenty-one feet in depth would cost about \$300,000,000. The United States will have to undertake it. New York State can not be expected alone to accept such a financial burden. Before congress meets again, the congressmen from the states of Illinois, Indiana, Wisconsin, Minnesota, Iowa, South Dakota, Nebraska and North Dakota should come to an agreement upon a policy of canal improvement to be undertaken by the United States government, and the policy should include a twenty-one-foot canal from Lake Erie to Lake Ontario, and from Lake Ontario to the Hudson River.

THAT the railroads are sharing in the general reign of prosperity with which the West is now blessed is shown by the earnings of several lines that have recently been made public. A new fiscal year began on July 1 with the railway systems entering St. Paul, during which traffic conditions generally were more favorable than for many years. Earnings of the Northwestern lines have been exceptional, those of the Chicago Great Western and the Northern Pacific being especially prominent. The St. Paul lines look forward to an unusually prosperous year. Aside from the general trend of business, which has shown prosperity and activity, the prospects of a heavy crop, of an excellent fruit business, of a large movement of wool from the West, the development of new industries in Northern Minnesota and Northern Wisconsin and generally increased shipments, aside from the regular channels, that come with "good times," make

entirely safe the prediction of heavier earnings and profits this year than ever before.

As an instance of developing shipments, Northern Wisconsin entered the field in 1900-1901 for the first time as a potato territory. Shipments this summer will be heavier than ever, and many farmers are already planning to devote almost their entire attention to the crop. Wool shipments from Northern Minnesota are promised, and the development of an industry in that section has never before been important.

* * *

In the southeastern part of Minnesota, occupying practically a right angle triangle, of which a line drawn due south from the Twin Cities and the northern boundary line of Iowa constitute the base and perpendicular, with the Mississippi River as the hypotenuse, are the counties of Goodhue, Olmsted, Wabasha, Winona, Fillmore and Houston. These six counties have, according to the 1900 census, an aggregate population of 155,000, which is three times the population of the State of Nevada, nearly twice the population of the State of Wyoming, about the population of the State of Idaho, and equal to half the population of the State of North Dakota, and about eleven per cent of the entire rural population of Minnesota. These counties are not only populous, but rich in agricultural productions. It is the purpose of the Chicago Great Western Railway Company to remodel the railway map of these counties, so as to bring this territory within the commercial influence of the cities of St. Paul and Minneapolis. The company already operates a rather circuitous line, which can be shortened when the business justifies, between the Twin Cities and Red Wing. It has recently secured control of the Duluth, Red Wing & Southern line, only twenty-five miles in length, extending due south from Red Wing, which it proposes to extend twenty-five miles to the City of Rochester, which, from its location and importance, may be regarded as the heart of the territory.

At Rochester, the extension will connect with the line of the Winona & Western, 122 miles in length, traversing the territory from Winona west to Rochester, then turning southwardly and crosses the state line at about the right angle of the described triangle. An option to purchase the Winona & Western is held by friends of the Great Western, and in a few months it will be incorporated into the Great Western system. The Great Western will then have about 180 miles of railway within the district, and the construction later of a few miles of branch lines will bring every town and village of these six counties, except a few river towns, in direct rail connection with Minneapolis and St. Paul. The lines will also be connected at the south with its main line to Chicago, Kansas City, Omaha, and Sioux City.

The Great Western will carry into this territory the same principles of free trade which it has established on the rest of its system. President A. B. Stickney says the roads will not be run in the special interest of any section or any city, but the producers of these counties will be free so far as the railway is concerned, to sell their products in the best markets—at St. Paul, Minneapolis, Duluth, or the East. As soon as the twenty-five-mile link between Zumbrota and Rochester is completed the question of which commercial center—the Twin Cities or Chicago—shall buy the products and sell the supplies for 155,000 people in southeastern Minnesota, will be "up to" the merchants of the Twin Cities.

* * *

CONSIDERABLE interest is felt in the opening of traffic to a portion of the Burlington Railway's Toluca-Cody branch, as it will materially assist in the development of one of the most favored regions of the Northwest and add a new tributary country to Billings.

The branch is projected to Cody, Wyoming, the live little coming metropolis, founded by Colonel W. F. Cody (Buffalo Bill), and its total length will be 132 miles. The road branches out from the main line of the Burlington at Toluca, about forty-four miles from Billings, and it is completed to Pryor, a distance of fifty and two-tenths miles from the starting point. The first business of the new road will be the hauling of Wyoming wool to Billings, where it will be exposed for sale, and then compressed into bales for shipment to the Eastern markets.

The country which the road will serve is an ideal one for cattle and sheep, and those industries will furnish a large amount of business for the company. The rapid settlement of the country which is now in progress will insure large shipments of merchandise and agricultural machinery. The portion of Wyoming which will be reached is rich in minerals, copper, silver, gold and deposits of graphite and asbestos have been discovered. The country is also underlaid with coal of a superior quality and



A. B. STICKNEY, PRESIDENT OF THE CHICAGO GREAT WESTERN RAILWAY.

a considerable area has already been taken up in coal claims. Immense beds of gypsum are awaiting for some enterprising men to come along and take them up and begin development. These deposits will play an important part in the development of the country, and the plaster or stucco made from it ought to come into general use along the line of the Northern Pacific.

Many extensive irrigation projects have been commenced at the Wyoming end of the line and the productive capacity of the country will shortly be immensely increased. With the new canals the raising of alfalfa for feeding sheep and cattle will become a profitable industry, as it has in the Yellowstone valley.

THERE is one branch of industry in the Northwest that is fast assuming gigantic proportions, states N. Ray Whitman, editor of the *Morgan (Minnesota) Messenger*, in a letter to this magazine, regarding which the public at large is not generally informed. It is the business of rearing, exhibiting, and selling blooded poultry. Few people of today appreciate the magnitude of the scale on which this business is conducted. Very few know anything of the art of rearing fowls that they may be acceptable in the eyes of the judge, when he comes around to tie on the ribbons, at the fall and winter exhibitions. The remarkable hold which this industry has taken on the good people of the Gopher State is not easily accounted for. Ten years ago it was yet in its infancy, and fifteen years ago a thoroughbred chicken was a seven-day wonder. Now it is quite different. There are today thousands of people in the great Northwest who have no other occupation than that of rearing and selling pure-bred poultry, while with thousands more it serves simply as a recreation or pastime. The farmer's wife has taken up the industry and is infatuated with it, because it gives her some branch of farm work that is distinctly her own.

There are, each year, no less than fifty poultry and pet stock exhibitions held in Minnesota, the Dakotas, Montana, and Wyoming. Ten years ago there was only one or two exhibitions in Minnesota, and in the latter named states there were none. While it is a fact that this industry is on the increase throughout the country, the growth in the Northwest has been double or triple that which it has been in other places. Not like the Belgian hare infatuation, the poultry business has come to stay. Its growth has been normal and healthy, and the bottom will not be knocked from under it after it has had a short run. Several months ago Belgians were selling as high as four or five hundred dollars each, but it is needless to say that those who invested at that price were very much disappointed, if they ever anticipated realizing therefrom.

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WHEN Charles S. Fee, general passenger and ticket agent of the Northern Pacific Railway, was in Portland recently, he talked with a representative of the *Oregonian* and had some interesting thing to say about the present rapid growth and future prospects of the entire Pacific Northwest. Incidentally, Mr. Fee paid a nice tribute to the value of advertising in general, and that kind of publicity which attracts settlers, in particular. As to the rush of homeseekers, 30,000 of whom have taken advantage of the low rates which have been available over the Northern Pacific, Great Northern and the Burlington roads since some time in February last, Mr. Fee said: "I don't think this spring's tide of immigration is so much due to the cheap rates prevailing as it is due to the persistent advertising done by the railroads in the years when the people wanted to move, but could not. We kept pegging away sending out information and making this country widely known among the farmers and business men of the East when hard times and discontent prevailed there. Applicants would tell us they intended to come West as soon as they could dispose of their holdings where they were. The good times gave them an opportunity to sell their property, and large numbers of those people would have come West to find new homes even if the rates had not been made so cheap. Of course, the low rates attracted additional attention to the country, and probably increased somewhat the volume of travel. This movement is very large and will have a telling effect on the state of the Northwest." That advertising pays has been too thoroughly proven to admit of any argument, and Mr. Fee's statements are strong testimony to what has often been said in these columns. Persistence in advertising is necessary to assure success. The wise advertiser will not allow the public to forget the facts which he desires to make known. By continuing to advertise in season and out, continual success must come.

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AN early change is predicted in the form of government of the British Northwest Territories; that they will cast off direct supervision and control by the Dominion and become full-fledged provinces. This is particularly true of the districts of

Alberta, Athabasca, Assiniboia, and Saskatchewan, where the character of the population and industries more largely entitles them to enjoy it.

Great changes have come to pass in all this vast region since its direction was relinquished by the Hudson's Bay Company a little more than thirty years ago. What was then a country uninhabited save by Indians and trappers, and supposed to be inhospitable in climate and useless for any industrial purpose, has taken on a new character. Towns and small cities have sprung up, especially in Alberta and Assiniboia, which border on the United States. The valleys of great rivers and larger stretches of plains have been found to possess great fertility, and are being fast settled by a sturdy agricultural class. Mineral deposits are being discovered and developed; transportation difficulties are being overcome; Indian troubles are nearly eliminated, and in other ways the growth has been such as to justify giving them a larger measure of home rule.

The population is too sparse to make it probable that the whole Northwest Territory will be included in the scheme. The total area is about 1,300,000 square miles, only 400,000 of which are in the districts named; and in these latter the majority of the settled population is to be found. The Yukon Country, while producing more wealth from its mines, and known to possess agricultural qualities, is not likely, as yet, to be established as a separate Province, nor to be included with the other; both because of its mixed and shifting population, and because it would make the combined territory too large. Indeed, it would be unjust to the people there to include them, for they would be outnumbered in voting strength, and their interests are not the same. The great need there now is to preserve order; and this the mounted police is doing in a very commendable way. Beyond that, well balanced mining laws and regulations are about all that is wanted in the Yukon.



A conspicuous example of St. Paul enterprise in the manufacturing department of trade and commerce is seen in the immense plant of Foot, Schulze & Company at the corner of Third and Wacouta Streets, St. Paul. Like everything else in the Great Northwest, the business of this company is conducted on a large scale. Big men are at the head of it, and big results have followed as a matter of course.

It was not so very long ago when Eastern shoe factories laughed at the notion that there would be any competition in this territory by the establishment of Northwestern shoe houses. In less than a quarter of a century Foot, Schulze & Company have gradually built up a business which is now selling Minnesota footwear in many states in the Union.

A long and quick slide, isn't it? And why has this firm been so successful? Because when the name of Foot, Schulze & Company is stamped on a pair of shoes it means that the footwear is the best that skill, long experience and established reputation can produce. All Foot, Schulze & Company shoes are made with the utmost care. Only the best workmen are employed—only the choicest materials are provided.

The products of Foot, Schulze & Company are as varied as they are superior. There is a large constituency to supply, and the needs of this constituency are widely different. Out of this factory any boot and shoe dealer can stock his store complete. Fine shoes for men, elegant footwear for women, and neat and durable children's shoes are made. The company also makes a specialty of heavier and stronger boots and shoes for farmers, miners and lumbermen, and these goods are famous throughout the West and even in far-off Alaska.

A perfectly equipped factory, a wide reputation for turning out only the best, a growing trade are the elements of prosperity which greet Foot, Schulze & Company this season.



The Surest Road to Wealth



The desire for wealth is with one always. Every man hopes to see the day when he shall be financially free and independent; when he shall be able to take life as it comes—without worrying about penury and want. He who toils by the day, together with the man who works on a salary and the person of moderate means, are alike looking forward to the time when, good fortune permitting, some lucky stroke shall lift them into ease and security. They know that it is practically impossible to accomplish this by the mere accumulation of savings; they realize that something must happen to aid them along the walk of life, or that they and their families will otherwise feel the pinch of poverty down to the last moment of their existence. The desire to better one's circumstances is laudable. That man is wisest and noblest who seeks to safeguard his future against want; and no man need be poor always if he will but use fair judgment and reach out after fortune when opportunity is offered him.

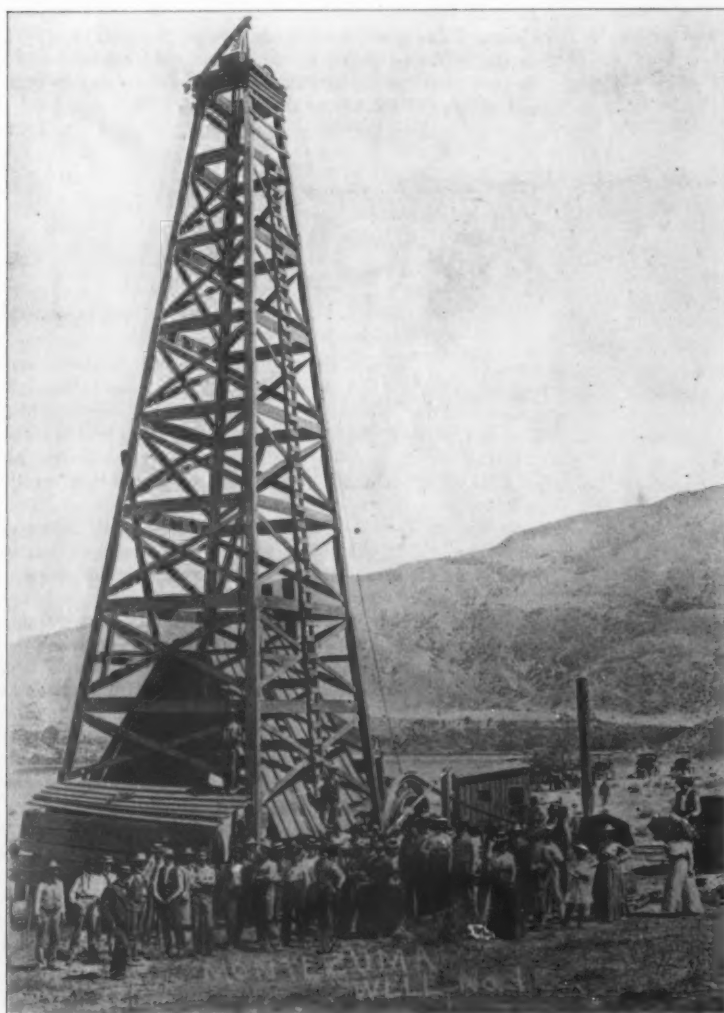
How to achieve financial independence is a problem easily solved. It consists simply in one word—Investment. All the great fortunes of the world have been made by investment. Call

it what you will—speculation or anything else—it means, after all, the investment of one's judgment and money in some enterprise which, though possessing the element of risk, perhaps, yet promises large returns if it be carried to a successful issue. It is a matter of risking to win largely, or of timidly drifting on in poverty through all one's years.

Of all modern forms of investment, the greatest fortunes, the quickest returns, and the safest and surest roads to wealth are found in mining and in oil fields. These two fields have made millionaires by the thousand. Let the buyer of stocks use clear judgment in selecting companies that have valuable properties back of them in well-known mineral and oil districts—companies that are officered by men of reputation and which are carefully and economically managed, and but little risk is involved. As an illustration of what is meant, it is only necessary to refer to an interview which the writer had recently with the officers of the American Mines Development Company, Limited, of Minneapolis, whose busy offices are in rooms 601 to 606 in the fine Northwestern Building. This company is named because it actually owns and controls many exceedingly valuable mining and oil properties. Every share offered by it is founded on actual property value. The property is real, the ores and development work are in sight and subject to closest inspection, and the stock is worth all and more than it is at present sold for. Thus the element of risk is almost entirely eliminated. Shares bought in this company are as certain to rise in value and to produce dividends as are the plowed and sown wheat fields of the farmer.

Let us see who constitute this company. The president is Hon. Stewart Goodrell of Chicago, formerly assistant State auditor of Iowa; the vice-president and treasurer is Dr. O. B. Bachman of Minneapolis, a gentleman of large means, a man of the highest character, and one who possesses expert knowledge of the mineral world; and the secretary is Frank E. Plummer of Minneapolis, a well-known editor of mining journals, and a man of splendid executive ability and thorough knowledge of practical mining. The auditing committee consists of Hon. Charles F. Saylor, special agent of the U. S. Department of Agriculture in charge of sugar investigation, and Hon. Phil C. Hanna, U. S. consul general to Mexico, and formerly U. S. consul to Venezuela and Porto Rico. Thus officered by conservative yet aggressive business men of means, prominence, integrity and special knowledge of the business which they are conducting, it is no wonder that the American Mines Development Company, Limited, has been eminently successful in its various enterprises, and that it possesses the confidence of the general public to such an extent that its operations are indorsed by over 1,200 stockholders—including bankers, professional and business men, farmers, and investors generally.

The plan of organization of this company is not at all similar to that of ordinary mining concerns. It is in reality a development company, and operates on a plan very similar, but superior, to the rules governing the well-known and very successful English promotion companies, which are everywhere regarded as absolutely reliable. This plan makes the business as safe as banking,



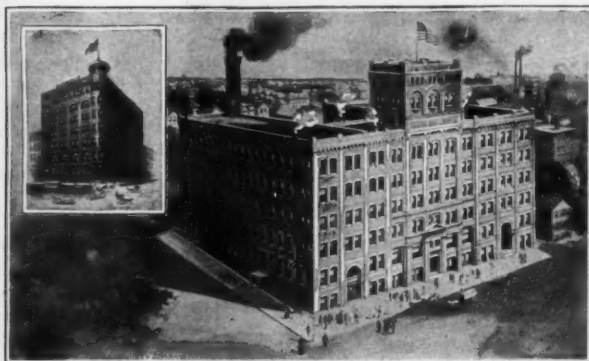
THE MONTEZUMA OIL WELL OF THE AMERICAN MINES DEVELOPMENT COMPANY, LIMITED, UPON WHICH DRILLING IS NOW PROGRESSING AT A DEPTH OF 700 FEET.—A FLOW OF OIL IS EXPECTED AT A DEPTH OF 1,200 TO 1,400 FEET.

though immensely more profitable. The company does not put all its money into one mine or one enterprise. It is constantly on the outlook for partially or fully proven gold, silver, copper, lead, and zinc properties that only require full development and good management in order to become big dividend payers. It handles only those properties that are located in the best-paying and most celebrated mining districts, and in buying such properties it is guided by expert examinations and the most critical tests that can be applied to mines and ore bodies. When such a property is bought, an auxiliary or subsidiary company is formed to push its development, but the parent or promotion company retains control of the stock and management to insure successful working. Stockholders of the American Mines Development Company, Limited, share in the profits of each and all of the properties owned and controlled by the corporation, so that depreciation of stock is practically impossible. The successful working of a copper mine, or zinc mine, or gold mine, or the finding of a flowing well on the oil lands controlled, would return a big profit to stockholders whether other properties owned by the company were yet paying or not. For the promotion of these great undertakings treasury stock is sold, the money thus obtained going into active development work and into the acquisition of new and desirable properties.

Anyone can own stock in the A. M. D. Co., Ltd. Three plans are followed: one is called the "installment" plan, a second the "discount for cash" plan, and a third the "guarantee plan." For example, the present price of treasury stocks is forty-two and one-half cents. On the installment plan you can buy 100 shares, pay \$1.50 down, and the balance in monthly \$1.50 payments until paid. For those who prefer to pay all cash for stocks, the discount plan is offered. The guarantee plan is alone sufficient to give the company excellent credit with the general public. It is this: When cash to the amount of \$1,000 or more is invested, and the investor does not wish to take advantage of the discount for cash offer, nor of the time given under the installment plan, the company will have any one of the old line life insurance companies—which the investor may himself select—issue to him a full-paid life insurance policy calling for an amount equal to the investment. In this manner the investment is secured absolutely to the investor's estate, while he himself holds the stock, which he can sell if he wishes to as it advances in value, or retain to draw dividends upon all his days.

There are, of course, special discounts on the purchase of large blocks of shares; and to all investors the company says: "If you will come and see the mines, and are not satisfied, we

Mayer's School Shoes Wear Like Iron.



HERE WE CARRY THE STOCK.

HERE WE MAKE THE SHOES.

ADDRESS DEPT. 5 FOR OUR BOOKLETS OF LADIES' AND MEN'S FINE SHOES.

If you want a reliable line of footwear, with which you can increase your trade, buy

Mayer's Milwaukee Custom-Made Shoes.

We make all grades and styles on good fitting lasts that are up-to-date. Our specialties are

Men's and Ladies' Fine Shoes and Oxfords,

but we also make an extremely good line of heavy and medium weight every-day shoes from Oil Grain, Kangaroo, Kip and Calf. Send for samples or write us and we will have our salesman call on you.

F. MAYER BOOT & SHOE CO., Mfgs., MILWAUKEE, WIS.

At present this company owns thirty-two rich zinc claims in the famous mineral belt of White River in Northern Arkansas, and other zinc lands in Searcy County of the same State; ten full copper claims containing rich shipping ore sixteen miles west of Globe, Arizona; a group of very rich placer gold mines—a bar two miles long on Snake River, Idaho, accessible for immediate mining, and which are known to carry heavy deposits of gold in every cubic yard; two gold quartz claims 1,500x600 feet each, forty acres in all, containing a ledge of rich shipping ore, known as the Black Diamond and Calico claims, in the celebrated Cripple Creek District of Colorado; and five full sections of oil lands in the famous Newhall oil region of California, where enormous fortunes have already been realized from successful wells. The company is also considering the purchase of well developed and equipped zinc properties in the great Joplin, Missouri, district. It will be seen at a glance that the officers are not sending all their eggs to one market. The properties owned and controlled by them comprise commercial as well as precious minerals—properties whose products enter into the manufactures as well as into the mints. It is this wide range which constitutes one of the chief safeguards to investors, and the eager desire of the public to purchase the stock offered shows that this fact is appreciated.

will refund your money." It would be difficult to find a fairer proposition. The stocks are sure to advance. The company is now completing its plans for reduction works on the copper property at Globe, which already has 500 feet of underground workings, and for a steam dredge to work its extensive placer gold claims on the Snake River. The Montezuma Oil Company's properties in California, just bought by the American Mines Development Company, Limited, has a well upon it now sunk to a depth of 700 feet, and experts are confident that oil will be found at a depth of 1,200 to 1,400 feet. There are 1,920 acres of oil lands actually owned and controlled by this company in the best producing oil districts of California.

The condition of the company is first-class. Expert public accountants who recently examined the books certify to the fact that they have been properly and carefully kept, that no doubtful methods are employed, and that the corporation is financially sound and thoroughly well-conducted. If people wish to invest money in mining properties and in oil lands, it is certainly well that they should purchase stocks in a company which owns and operates actual properties and which is always open to the light of investigation. If any further information be desired, it is suggested that readers apply to the secretary of the company direct.

The Oldest Wholesale Commission House in the Northwest

St. Paul's reputation as a great fruit market is now so well established that the largest and wealthiest fruit-growing associations in the whole country vie with one another in their efforts to secure as big a portion of the commission trade of the city as possible. The vast territory tributary to St. Paul makes it a distributing center of first magnitude—excelled by only a very few cities in the Union. The volume of the fruit business alone is immense, while the total volume of all products sold on Third Street, where the wholesale commission houses are located, reaches well up into the millions per annum.

It is of the fruit business, however, that we wish to speak in this article, not of the commission business in general. If one could see the great quantities of imported, Southern California, Puget Sound and other domestic fruits shipped to and distributed from St. Paul, one would wonder at the ability of the public to consume so much. All fruit reaches St. Paul in fine condition, too. Not even Chicago can receive fruit more quickly or in better shape than do St. Paul commission men.

Chief among these wholesale fruit commission houses is the old-established house of The B. Presley Company, which is located at 102 to 106 East Third Street. A glance at the accompanying illustration will show a broad four-story and basement building that is crowded with all kinds of choice fruits from top to bottom. In the rear of this building is another big warehouse 50x120 feet in dimensions, and three stories and basement in height, which is also filled with the products handled. The B. Presley Company is the oldest and the busiest wholesale commission house in the Northwest. Its trade is so large that all hands have to rustle from morning till night in order to take care of it. Promptness and reliability is the firm's motto. It was Mr. Presley's motto when he founded the business in 1849. When Mr. Presley died and the business passed into the hands of his partner, the late Col. J. S. Robertson, the motto was still in force; and when Col. Robertson died, a few years ago, his surviving partner, Mr. W. A. Murphy, kept the same old motto nailed to the mast, and added other desirable features which have helped to make the house one of the best known and most honored in the entire country. Associated with Mr. Murphy at this time is Mr. F. L. Graupman, and both gentlemen have been with the house for years. One will travel far before meeting with abler or more courteous business men. They know every detail of the fruit trade. They rank high at home as well as abroad, and they are adding to the reputation of the house every day.

The great specialty of The B. Presley Company, as already intimated, is fruit. Fruit comes to the house from all parts of the world. It comes from Europe, from the Mediterranean, from the Indies, and from Cuba and South America. It comes from all the Pacific Coast States and from the fruit-growing sections of the South. Apples, peaches, etc., come from New York, Michigan, Missouri—from wherever the best products are grown. In the one item of strawberries the firm handles trainloads every year. Oranges, bananas and other fruits are sold in immense quantities. Apples—over six hundred carloads were handled by this house in 1900. As a matter of fact, The B. Presley Company are contract agents for about seventy-five of the largest fruit-growers and shipping associations in the country—the most extensive and successful growers and dealers in the fruit world.

"Where is all this fruit sold?" some reader may ask. It is distributed broadcast. Carload after carload is consumed by St. Paul's large population. It is sold all through Minnesota, Wisconsin, Northwestern Iowa, the Dakotas, Montana, Manitoba, and even in the Coast States. The house has a vast territory, and it covers it well. It makes a specialty of carload lots; and, as it buys and handles fruit in such immense quantities, it is of course able to make the trade more advantageous offers than smaller houses can afford. No concern in Chicago or elsewhere

can undersell this St. Paul firm. Fruits are bought at bottom prices and sold quickly on small margins. It is because of the firm's great patronage and active, progressive business methods, that growers and first shippers of fruit find it so desirable to deal with it. Everybody knows that The B. Presley Company is in position to handle big shipments, and this fact alone makes it a firm worth cultivating. Then, too, it is a responsible house—a truth worth a great deal to all people who wish to either sell to or buy of it.

Of a house of this kind there is no danger of saying too much. It is so prominent, so reputable, that no published article can add to its standing.

The deciduous fruits handled by The B. Presley Company are shipped in car-lots from California, Georgia, Florida, Texas, Colorado, Washington, Oregon and Idaho, and the sales run well up into the carloads daily. Millions of dollars' worth of fruit will be handled by St. Paul commission houses this year, and of this grand aggregate The B. Presley Company will sell the lion's share. There are fifty-two years of prosperity and honorable existence back of the house—a splendid record for any mercantile establishment. The business has grown from a small beginning to the huge proportions of the present—grown steadily and surely year by year, until it has no rivals to fear. Under its present management the house is more popular than ever before. Mr. Murphy and his associate are men of energy, sound judgment and fine executive ability, and in their hands the old house of The B. Presley Company can only rise higher and yet higher in the estimation of the public.



A BUSY SCENE ON EAST THIRD STREET, ST. PAUL'S COMMISSION DISTRICT, SHOWING THE B. PRESLEY COMPANY'S STORES AND OFFICES.

**WISCONSIN.**

An electric railway is projected to run from Schofield to Brokaw.

Work on the new dam to be erected by the Volks Bros. at Oconto Falls has begun.

An interurban electric road is proposed to connect Madison, Evansville, and Janesville.

Building operations in Milwaukee for the first six months of 1901 exceed those of 1900 by nearly \$1,000,000.

Ground has been staked out for the new mills of the Northern Tissue Paper Company, in which Green Bay and Milwaukee capitalists are largely interested, to be located at Green Bay.

A large new electric power house to supply the arc and incandescent lights of Appleton, and both local and interurban railways, is to be built immediately, at an estimated cost of \$76,000.

Articles of incorporation were drawn in Kenosha for the incorporation of the Wisconsin Inter-Lakes Electric Railway Company, with a capital stock of \$100,000, and its purpose as announced is to build a network of railways to connect the inland lakes of Southern Wisconsin.

The Rice Lake & Northern Railway has let contracts for a road from Rice Lake, Wisconsin, to Birch Lake Dam, part of a line projected to Ashland. George Fuller of St. Paul is president of the road, and George M. Huss of Chicago vice-president and general manager.

A. C. McComb of Oshkosh has made two extensive purchases of Southern timber. One was a tract of land in Osceola County, Florida, containing 70,000,000 feet of cypress. This was bought for G. W. Roe of Milwaukee. The other tract lies near Bartow, Polk County, Florida, and contains 25,000,000 of cypress. Wisconsin capitalists have invested an immense amount of money in Florida and Georgia during the past year.

For more than a year owners of property at North Point have been making efforts to get the Chicago & Northwestern Railway Company to extend their tracks from Ives to that point, a distance of two or three miles, to make the hauling of sand more economical. The company has consented to do so, and the land necessary will be secured. At present the sand, known as torpedo sand, and very scarce, is hauled by teams.

A conference was held at Madison between the Appleton capitalists, ex-Senator A. B. Whitman and A. W. Johnson, and Philip L. Shooner of Madison, who have purchased the big water power at Kilbourn. The erection of a paper mill at Kilbourn, with a capacity of forty tons a day, is fully decided on; also the construction of an interurban electric railway from Madison to Stoughton, Evansville, and Janesville, also reaching Oconomowoc and extending northeast from Madison to Columbus.

Right-of-way has been secured for a proposed interurban line from Fond du Lac to Oshkosh, a distance of about twenty miles. The work on the line will be commenced this fall and will be rushed through to completion. The line is but another section of the Chicago-Green Bay system, which will eventually, it is supposed, be combined under the ownership of a single company. The franchises which have now been secured provide for a through line from Milwaukee to Chicago, and lines already exist from Green Bay to Deperre and from Appleton to Kaukauna.

Time was, and not so very long ago at that, when a grain elevator holding 1,000,000 bushels was a monster of its kind. One of this size, however, sinks into insignificance compared to that now under construction at the head of Lake Superior, under the direction of James J. Hill, president of the Great Northern Railroad, a road that brings yearly into Duluth and Minneapolis from 75,000,000 to 100,000,000 bushels of wheat alone. The new elevator at West Superior has a capacity greater than any in existence. It will hold 3,100,000 bushels. It will receive 500 to 600 carloads a day, an average car holding 800 bushels of wheat. It can ship 300,000 bushels a day, with its sixteen marine spouts, and in one draft it can pour 16,000 bushels into a waiting ship, a larger cargo than the average ship will hold. The extreme length of the house is 367.33 feet; its width is 124.33 feet, and its height is 251.5 feet.

Madison is soon to have the only public leaf tobacco market in the North. Representatives of the American Tobacco Company, Sutter Bros., Cohn & Co., and other large dealers are preparing to establish such a market, where the buying and selling of tobacco can be conducted on the public auction plan, as in the Southern States.

This county has a greater acreage of tobacco this year than any other county in the United States. Last year it was the second largest producing county in the country. The acreage this year will exceed 16,000 and the yield over 20,000,000 pounds. The second largest producing county will probably be Lancaster, of Pennsylvania, which is expected to grow about 10,000,000 pounds. Madison is the center of the Dane County district, and practically all of the leaf grown in this section is handled there.

At present the leaf is bought on the stalk, the competition among the dealers being so keen that they often make contracts with growers before the crop has been in the ground a month. This method of buying frequently leads to dissatisfaction to both buyer and seller. Fortified by a contract, farmers sometimes harvest the weed before it is ripe and sometimes after it should have been harvested, thus greatly reducing the grade of the product.

Much of the tobacco grown last year was not harvested at the proper time, and as a result many lots were rejected by the buyers. This, of course, resulted in great dissatisfaction to both grower and buyer, and it is for the purpose of removing this difficulty that the auction market is to be established.

REMEMBER IT'S THE**Yellowstone Valley!**

The great stock-feeding center of the Northwest. Some good improved sheep and cattle ranches for sale with or without stock. The finest all-round agricultural county in Montana is **YELLOWSTONE**. Well irrigated by co-operative ditches owned by the farmers themselves.

**BETTER TO BUY HERE
THAN RENT ELSEWHERE.**

I have these lands. Write to me. I will cheerfully furnish reliable information.

L. D. O'DONNELL, BILLINGS, MONT.

N. P. LANDS AND FARMS FOR SALE.
MONEY TO LOAN ON IMPROVED FARMS.

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\$1.25 to \$2.50 Per Acre.

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Easy Terms. and Satisfaction to all our Customers.
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W. A. BUZARD, Sales Solicitor for
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The Premier Industrial and Investment Company.

We are offering for sale 200,000 shares of the treasury stock of **The Utah Pacific Oil Company**, at 10 cents the share. We respectfully request that you make a thorough investigation of this investment, as we believe that it is one of the surest investments on the market today. Address:

FRED H. MERRITT,

SECRETARY.

TACOMA, - - WASHINGTON

ARE YOU INTERESTED IN THE NORTHWEST?

Cut out this advertisement, mention paper in which it appears, enclose with 10 cents in silver to address given, and

Home and Garden,

illustrated, monthly, will be sent you **FREE** for one year. Regular price, 50 cents. Address

Home and Garden.

Newspaper Row. **ST. PAUL, MINN.**

MINNESOTA.

McIntosh has a new creamery.

Grand Rapids will have a pulp mill.

Oak Valley has a new cheese factory.

Brainerd will have a new opera house.

Mankato will have an electric street railway.

Pennington County will have a \$75,000 court house.

St. Cloud will have a new Polish Catholic Church.

The sugar beet industry is invading Chisago County.

The new match factory at Duluth will soon be in operation.

Gold bearing sand has been found in creeks near Mankato.

The Mapleton creamery paid \$26,814.33 for milk during the past year.

Aitken's proposed new school will cost \$35,000.

Goodhue has a local and long distance telephone system.

Red Wing may add a pearl button factory to its list of industries.

Austin and Red Wing are offering inducements for a new cigar factory.

The Light Granite Company will erect new shops at once at Ortonville.

The new Mankato library will be built of cream-tinted stone from a local quarry.

The Swanville News is an infant addition to the State editorial family.

Brainerd's new school will be built for \$3,838.55, and will be completed by August 1.

Negotiations are pending at Red Lake Falls for the establishment of a flax fibre mill.

The Northwestern Telegraph Company is arranging to give service to Mankato.

Work on the new creamery at Greenville is practically completed, and the machinery is being installed.

The Harkness & Miner Lumber Company of St. Cloud was recently incorporated with a capital stock of \$50,000.

A new ten-stall roundhouse and a freight house are being erected at Albert Lea by the Burlington, Cedar Rapids & Northern road.

It is said that the Northwestern will proceed to build a new road across Redwood County east and west from Morgan to Marshall.

The Chicago & Northwestern road will make improvements to cost \$40,000 at Sleepy Eye. They will include a new depot, new stockyards, etc.

Moorhead will have a wholesale coffee house, with a plant for roasting the product. The coffee will be bought raw by the cargo, and prepared for market there.

A mineral spring has been discovered on the farm of Gabe Zimmerman, north of Wadena. A sample of the water has been sent to the State Board of Health for analysis.

James J. Hill of St. Paul and W. G. Norton of Winona have agreed to give \$50,000 and \$30,000, respectively, toward an endowment fund of \$250,000 for Hamline University under certain conditions.

The J. A. Smith Lumber Company at Osage are contemplating establishing a lumber yard at Garden City. A representative of the company was in Garden City recently looking over the situation.

It is expected that the new Brooks-Scanlon saw-mill at Cloquet will begin active operations about Sept. 1. The sawing capacity will be 300,000 feet in ten hours, and by January 1, 1902, the company expects to have 25,000,000 feet sawed.

Mr. James Gayley, first vice-president of the United States Steel Company and president of the Lake Superior Consolidated Iron Mines, is reported as authority for the statement that the mining headquarters of the company will be located at Duluth.

The recent purchase of the Iowa Central Railway by the Minneapolis & St. Louis Railway is about to culminate in a consolidation that will bring a new line of railroad to Albert Lea and open direct connections with many of the best cities of Iowa and through to Peoria, Illinois.

The Sharon Steel Company expect soon to begin the shipment of iron ore from their new Mesaba Range mines in Minnesota, and it is estimated that 200,000 tons will be shipped this year. The mines of the company are supposed to contain about 15,000,000 tons of Bessemer ore, and traffic agreements have been made for the shipment of the ore to Lake Superior over roads under the control of J. J. Hill.

A wonderful change has come over the country from Belle Plaine to Fairmont since the Chicago & Northwestern road's new line was finished. All along the line there are towns springing up with big elevators, banks, lumber yards, and substantial business blocks, as well as residences that mark the prosperity to be found there. The road branches from the main line of the Northwestern at Belle Plaine, and goes in a northwesterly direction through Mason City, Lake Mills and Blue Earth City, where it connects and crosses the line from Minneapolis to Des Moines.

For several years efforts have been made by various State officers to induce the government to have the unsurveyed townships in Minnesota surveyed and opened to settlement. At present about fifty townships, or over 3,160,000 acres of land, yet remain in the State to be surveyed and platted, and all of this lies in Northern Minnesota, even St. Louis County having five townships in this primitive state. Of the others, twelve are in Lake County, two in Cook, fourteen whole and five fractional towns in Itasca County, four whole and seven fractional in Roseau County, and the whole of the so-called "Northwest angle."

IOWA.

Davenport is to have a grain purifier factory.

A 35,000 bushel elevator is to be erected soon at Chelsea.

A \$30,000 hotel is being contemplated by Lake City capitalists.

A \$40,000 club house will be erected at Osceola by the Chicago Great Western Railway.

The Chicago, Burlington & Quincy Railway will erect a new depot and stockyards at Afton.

Onawa will have a 75-barrel flour mill next year. J. N. Kelly, a Huron, S. D., miller, will build the mill.

The Sioux City Provision Company contemplates building a new packing plant at Sioux City.

Within a year it is expected that Omaha and Sioux City will be connected by an electric railway of the interurban nature.

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When you buy Rochester Cassimere Pants you save all jobbers' profits, as our plan allows of only one profit between maker and wearer. Most everything you buy is marketed in an indirect manner. Most everything passes through a number of hands. That means profit—profit—profit—all along the line. We are establishing a new order of things.

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In Manitoba, on either side of the Red River. Rich alluvial soil. This district immediately adjoins the great wheat fields of Dakota and Minnesota, and is as good in every respect, while prices are at present 50 per cent to 75 per cent less. Many of the successful farmers of Dakota and Minnesota are buying lands in the Red River Valley in Manitoba. Prices are steadily advancing. For information apply to

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FINE FARM LANDS In Minnesota and North Dakota.

We can deliver some of the finest lands in Minnesota and North Dakota in following quantities: 1,400 acres; 3,200 acres; 6,000 acres; 30,000 acres; 50,000 acres; 200,000 acres; 250,000 acres; 300,000 acres. Prices, \$2.25 to \$3.50 per acre; reasonable terms.

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MONTANA is a fertile field for mining investments. The principle of common sense business financing applied in a judicious way, as W. A. Clark and others have done, is developing more millionaires than any other investment. Twenty years' experience in the Rocky Mountains has enabled me to make desirable selections in mining properties from mere "prospects" to large producing mines. I have these for sale or development. I am not selling mining stock, but seeking profitable investment on the merits of these properties. Am also selling Forest Reserve scrip, cattle, sheep, horses, ranches, timber and coal lands. Business solicited. C. B. TOWERS, MILES CITY, MONTANA.

WRITE

FRED B. GRINNELL,
SPOKANE, - WASH.

ABOUT INVESTMENTS IN
EASTERN WASHINGTON.
15 YEARS' EXPERIENCE.

REFERENCES: ANY OF THE LOCAL BANKS.

Plans are said to be complete and work is to begin in a very short time to give Burlington another big railway line.

The Wheeler Lumber Company of Des Moines are erecting sheds, etc., at Blenden for the new yard they will establish there.

The actual survey on the proposed electric railway between Iowa City and Cedar Rapids will be made as soon as possible.

The Dubuque-Vinton & Southwestern Railroad has been incorporated with a capital of \$100,000. The directors elected are all residents of Dubuque.

John Darby, of Greenfield, has secured the machinery to establish a pressed brick factory at that place. When completed it will have a capacity of 10,000 bricks per day.

T. B. Van Patten's faith in Hancock County land is manifested by the purchase of 1,700 acres. Fifteen hundred of these cost an average of \$40 per acre, any of which at the present time can be sold for \$55. He has refused the above price for a half section on which are no improvements.

Wm. Larrabee, former governor of Iowa, has sold to a Forest City and Fort Dodge syndicate 7,200 acres of cultivated farm land in Eagle Township, Kossuth County, at \$30 per acre; total, \$216,000. Governor Larrabee bought the land fourteen years ago at less than one-half the sale price of today. A town to be called Cornland will be opened up in the middle of the tract, and a railroad built to it from Armstrong. About six thousand acres of the tract is now in crops.

The Chicago, Milwaukee & St. Paul Railway Company has for some time past been contemplating a number of changes and improvements in its system. The company now has a line running via Ottumwa to Kansas City. A new line is to be built in the near future. It will begin at Elrick, a station on its present line, and run to Burlington, via Washington. From Burlington the road will go southward via Fort Madison and Hannibal, to St. Louis.

Plans have been perfected for shortening by thirty-five miles the line of the Chicago, Milwaukee & St. Paul road from Chicago to Kansas City. Arrangements have been made with the Rock Island for the use of its tracks from Davenport to Muscatine, a distance of twenty-seven miles. From Muscatine a line will be built through Cone and Washington, connecting with the direct Kansas City division of the St. Paul road at Rutledge, four miles from Ottumwa, Iowa. The cut-off from Muscatine to Rutledge will be about seventy miles long.

NORTH DAKOTA.

Minot has a pop factory.

Hebron is to have a bank.

Hoople has a building boom.

Ward County boasts nine newspapers.

Rugby is raising a bonus for a flour mill.

Harvey is to have another cigar factory.

Walsh County has \$62,000 in the treasury.

A new stone quarry has been discovered within a mile of Harvey.

The Monarch Lumber Company's plant is being rapidly completed.

La Moure business men are talking of building a creamery at that place.

Bismarck rejoices that there are no vacant houses there this summer.

The Northern Pacific will make extensive improvements in its Fargo yards.

Rinford, north of Cooperstown, is said to be one of the growing towns of the State.

The preliminary work for the telephone line from Aneta to Lakota is in progress.

The Peavey Elevator Company contemplates establishing a 40,000-bushel elevator at Kathryn.

Fargo Call: The business men of Barnesville are agitating the proposition of installing a local telephone system in that city.

A telephone line is to be extended in Bottineau County, connecting St. John, Dunseith, Willow City, Omamee, Bottineau, Richburg, Sergius and Towner.

J. W. Peavey, the great elevator man, will put in a line of elevators on the line of the Washburn road.

The Northern Pacific is putting in six new sidings at Jamestown, and each will hold more than sixty cars.

About 100,000 pounds of wool were offered for sale at Bismarck on wool day. The wool clip of the western part of the State is largely increased this year.

The agricultural college will begin this year the erection of a new science hall that will ultimately cost \$100,000. The part to be erected this year will cost about \$35,000, and will meet the needs of the college for the present.

At a meeting held in the Baldwin school house in Barnes County it was decided to organize a railway company. A committee to solicit right of way and subscriptions was appointed. The road is to run from Valley City to Mardell, in Griggs County.

The value of the manufacturing products of the State in 1900 was \$9,183,114, against \$5,028,107 for 1890. The number of manufacturing establishments was increased during the ten years from 382 to 1,150; the capital invested from \$2,894,553 to \$5,396,490. There was an increase of 60 per cent in the average number of wage earners and of 61 per cent in the total wages paid.

The vacant government land in North Dakota is being taken rapidly. The report of the Bismarck land office for the fiscal year shows a total area of 1,200,000 acres of government land appropriated during the year by homestead filings and railroad selections, and the total fees paid into the land office were upwards of \$54,000. There is still an area of 10,088,000 acres vacant in the district, which includes many of the larger counties in the western part.

The Hackney-Boynton Land Company has reported the sale of 81,215.23 acres of land in North Dakota to an Iowa syndicate for colonization purposes. The land is a portion of more than a million acres which the company bought the first of the year from the Northern Pacific road when it sold all its land east of the Missouri River in North Dakota.

This is the second large section of land that the Hackney-Boynton Land Company has sold to Iowa syndicates, making a total of over 750,000 acres disposed of this spring.

A townsite has been laid out in Oliver County, N. D., covering about fifty acres. The new town will be known as Gainesville, after the colonizer, A. D. Gaines, of Minneapolis. A large two-story store building has already been erected, and lumber and material has been purchased for the construction of a large hotel, two churches, and a blacksmith shop. A stock of general merchandise has been received and will be opened as soon as another store building can be erected. A large number of Minnesota people have settled in that neighborhood, and they intend to build up the country.

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are pleased to announce that they now have the only completely equipped **OFFICE FURNITURE DEPARTMENT** in the **TWIN CITIES**.

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ST. PAUL, MINN.

SORE EYES Dr. ISAAC THOMPSON'S EYE WATER

SOUTH DAKOTA.

Estelline is to have a new bank building.

A new elevator will be erected at Trent.

Manfield will have a new grain elevator.

The Masonic Temple at Yankton will cost \$36,755.

The new normal school at Aberdeen will cost about \$25,000.

A proposition has been made to erect a modern hotel at Vermillion.

The Brookings' Citizen's Association will erect a \$15,000 auditorium.

The Heileman Brewing Company will erect a brick building at Aberdeen.

A three-story stone building will be erected at Sturgis for the Benedictine Sisters.

Preparations are being made for the erection of the Alexander Mitchell library at Aberdeen.

It is said that a large summer resort will be constructed on a lake two miles east of Hartford.

Rapid City is having more life than usual, in consequence of the breaking of ground for a 50-ton smelter.

Garretson is to have a new hotel. Plans are being prepared for remodeling and enlarging a building for a hotel.

Loonan & Smith, lumber dealers at Yankton will soon open a yard at Viborg. This makes three yards for that town, which speaks well for it.

It is expected that the Soo Line will finish the line connecting Aberdeen and Bismarck (N. D.) next season. The completion of this line will afford an outlet for the lignite on the line of the Bismarck, Washburn & Great Falls Railway, developed by Senator W. D. Washburn.

The outlook for the lumber business in the Black Hills is much better than it was a month ago. There has been an unusual amount of rain in the Black Hills this month, which has done a great deal in brightening the prospects for a crop, and whenever there is a good harvest a fair lumber trade follows.

MONTANA.

A \$10,000 school building will be erected at Kalispell.

The Glendive Independent is now in its eighteenth year.

Livingston has started a movement for the establishment and maintenance of a hospital.

Plans are under way for the establishment of a shirt and overall factory in Helena, by the Benn Greenhood Company.

More money will be expended for building operations in Dillon this season than in any previous year, says the Examiner.

The census report just issued shows that Montana has two persons to the square mile, and Montana is a very big State.

Billings is to have a new city hall to cost \$25,000. The structure will include accommodations for police and fire departments and city jail.

A railroad into Cooke City from Bridger up Paint Creek and across Dead Indian Hill on the south side of Clarke's Fork canyon, is contemplated.

The attention of mining men in Butte and other parts of the State is now centered on Nevada Creek, where some big ledges of copper ore have been recently discovered.

Work on the new line of the Burlington railroad from Toluca, Montana, to Cody, Wyoming, a distance of about 150 miles, is progressing, and it is expected the line will be finished before October 1.

Smelters and a refinery at Bridger will use the entire output of mines there in reducing ore from Cooke City and Sunlight in Wyoming, to which the line will be extended. The Goose Lake country north of Cooke is one of the regions that will be benefited by the outlet.

After numerous mutations during the past eight to twenty years, what is known as the Klien-schmidt irrigation canal has finally fallen into legitimate hands, practical and substantial farmers of the Gallatin Valley, who should have constructed and absolutely controlled it from the first.

Winters, Parsons & Boomer, the well-known railroad contractors of Butte, will build the extension of the Northern Pacific Railroad from Twin Bridges to Virginia City. The contract was awarded recently, and the Butte builders are to furnish everything and turn over the road complete to the company at the earliest possible date.

The music of the saw, hammer and trowel is loud in the ears of Bozeman citizens these days, and rapid progress is being made in the construction of the numerous brick blocks and residences now going up within the city limits. Work on the Nevitt block is making rapid progress day by day, the walls of handsome pressed brick rapidly rising now above the street.

Anaconda is experiencing a great activity in the building line, although no one has yet attempted to erect houses with modern conveniences. Houses of this class are in big demand, and not a day passes but what real estate dealers have inquiries for them.

Realty men declare there are excellent opportunities for investments of this kind in Anaconda, and it is regarded as strange that property owners who have vacant lots do not erect a few up-to-date flats, terraces or cottages.

Montana men are interested in a new mining company which has been organized at Spokane for the development of the rich Bear Gulch properties and to construct a large smelter in that district.

The new organization will also construct about twenty miles of railroad, connecting the principal mines in that section with the smelter.

The company is to be known as the Mining & Smelting Company, with a capitalization of \$2,500,000, organized with Spokane, Montana, and Chicago capital. The last deal with the principal mines of Bear Gulch has just been completed which turns over to the new corporation the best mines in that section.

The Bear Gulch mining camp is situated at the town of Jardine, about five miles east of Gardiner, and on the southern boundary of Park County, Montana, being nine miles from Cinnabar, the terminus of the Northern Pacific Railway. Jardine is an up-to-date mining town, with a population of about 800.

The Bear Gulch Mining Company, with a so-stamp mill, has produced about \$500,000, and has 500,000 tons of ore that will average \$15 per ton ready for blocking out.

IDAHO.

South Boise will have a two-story brick and stone lodge and store building, to be erected by the Odd Fellows.

Orifino is booming. M. Anderson & Company will utilize the water power for a sawmill. Hunsperger & Bohle will put in a sawmill, and later a grist mill will be established.

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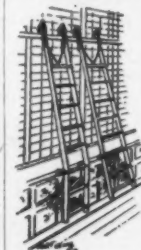
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SORE EYES Dr. ISAAC THOMPSON'S EYE WATER

WASHINGTON.

Ballard is to have a new \$10,000 hotel.

The Northern Pacific is building stockyards at Centralia.

Lubricating oil has been struck in a well being bored near Olympia.

Albert Shore will erect a shingle mill of 100,000 daily capacity, at South Bend.

The Great Northern will push work on the proposed Kettle River-Republic line.

What experts say is a superior quality of lubricating oil has been struck near Olympia.

Walla Walla will have a \$33,000 new public school. The building will be finished by fall.

The Northern Pacific will soon begin extensive improvements at the South Tacoma car shops.

The Northern Pacific is surveying a line from Hoquiam to the Straits of San Juan de Fuca.

The Everett Electric & Street Railway Company is expending \$300,000 in improvements, including a \$175,000 power plant, and the construction of several miles of trackage.

Surveys are being made for an extension of the Hoquiam branch of the Northern Pacific from Hoquiam west along the north shore of Grays Harbor, and thence north to the Strait of Juan de Fuca.

Articles incorporating the Washington & Great Northern Railroad in the sum of \$10,000,000 were filed at Republic recently. The route of the new road is through one of the richest agricultural and mineral parts of the State.

Darrington is connected with the outside world. The last month saw the last rail laid by the Northern Pacific on the branch line, which will give to this fine valley an outlet to Tacoma and Seattle and the Sound.

The Seattle clearing house has been making steady and noteworthy gains every month of this year. The clearings of each month of 1901 are larger than those of the corresponding month of 1900. Since April of this year every month has shown a gain over the preceding month.

P. F. Dundon, owner of the San Francisco Iron Works, has selected Seattle for a site for a large creosoting plant, and will begin operations for its construction at once. He has secured a ten-acre tract of land in South Seattle. The plant will cost not less than \$70,000.

Two miles have been graded on the road of the Chelan Transportation & Smelting Company which this company is building from Lake Chelan to the Holmes mines, thirteen miles, and it is expected to have the line finished by September. A four-mile road will then be constructed from the foot of Lake Chelan to the Columbia River.

At a meeting of the Spokane Chamber of Commerce it was decided to look up the manufacturing industries of that city. As the manufacturers were too busy to respond to the committee and the committee was too busy to call on them, a competent man was appointed to call on each and every one of the manufacturers and secure the information needed.

A colony of office men from Chicago is being formed in the Sunnyside district of Yakima County. The location chosen is on the Yakima River, near Alfalfa ferry, where a small rural townsite will be incorporated. The representatives of the colony have purchased 500 acres of land in small tracts. The colonists will engage in fruit-growing, alfalfa farming, and dairying.

Tacoma jobbers have done a greater business in shipping supplies to Alaska this year than for

any similar period. In this connection it can be said that there has been less outfitting than in former years, and the retail merchant has not done the same amount of business with men en route North as in other seasons. However, the volume of business done is greater and there is general satisfaction expressed.

The city of Tacoma has gained 9,534 in population during the past year. This is the estimate of E. L. Polk & Company in their new directory, and is based on the showing that the 1900 edition contained 16,951 names, while the new work has enumerated 26,485 Tacomans. The gain is 3,467 names. The common multiple used by directory publishers is 3/4, which is certainly justified in the case of the city of Tacoma. This would give a population of 51,045.

ALASKA.

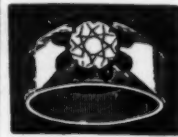
For the first time steamers will ply regularly this summer on the Chilkat River leading to the Porcupine District. The same may be said of the Tanana, Koyukuk, and Cepper Rivers. Miners who have heretofore had to carry their provisions scores and even hundreds of miles on their backs or draw them on sledges, will now be able to ascend these swift streams on powerful steamers, which will carry them the greater part of the distance to the gold and copper mines.

Not least as a factor in Alaska's development is the rapid improvement in the mail service now going forward under specific orders from Washington. As an example of what is being done along this line by the joint American-Canadian mail service to the Klondike, it may be stated that during last winter the horse and dog mail teams between White Horse and Dawson covered a total distance of 38,200 miles. The mail handled in this manner amounted to 14,000 pounds in each direction. The quickest trip of the season was made in four days and twenty-two and one-half hours, the distance being nearly 500 miles.

The development of the almost boundless resources of Alaska has now commenced on a scale commensurate with their vastness and in a manner comparable to the tremendous and rapid opening of the great empire west of the Missouri River following the close of the civil war. As in the case of the great West, the opening of Alaska is to follow very largely the laying of railroad tracks and the navigation of her largest streams. Two Alaskan railroads are now in operation, and so many more are projected that some of them are almost certain to materialize during the next few years.

What the Union Pacific Railroad was to the transmississippi region, M. J. Heney proposes to make his 400-mile all-American Valdes-Yukon Railroad in the development of Alaska. Mr. Heney is the contractor who carried the building of the White Pass Railway from Skagway to White Horse, 110 miles, to such a successful conclusion that he was lionized by the stockholders of the company on his visit to London last winter. Some of those stockholders are among the most wealthy men of Great Britain. It was they who encouraged Mr. Heney to take up the building of the proposed road from Valdes through the Copper and Tanana River Valleys by declaring that if he found the route feasible they would furnish the money for the work. In a general way the road will follow the route of the government wagon road, which Captain Abercrombie has been building inland from Valdes during the past two years.

The construction of a government telegraph line from Valdes to the Yukon is expected to greatly facilitate the work, enabling the directing minds at either end to keep in touch with the work toward the interior. Mr. Heney will return in August or September by way of Dawson and will then go East to take up definitely the financing of the big profit. The estimated cost of the railroad with equipment, is eight to ten millions of dollars. It will take three years to complete the road, the traffic of which will be threefold in nature.



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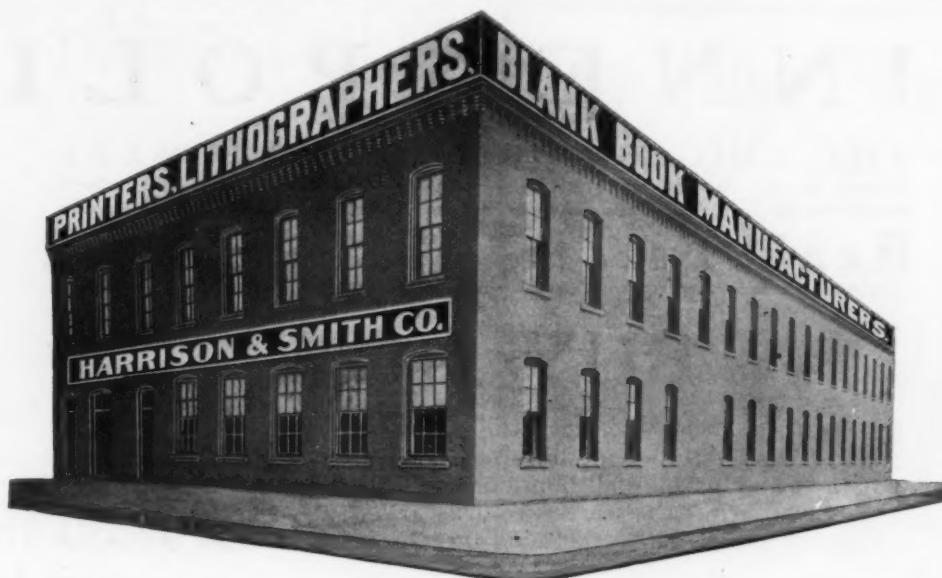
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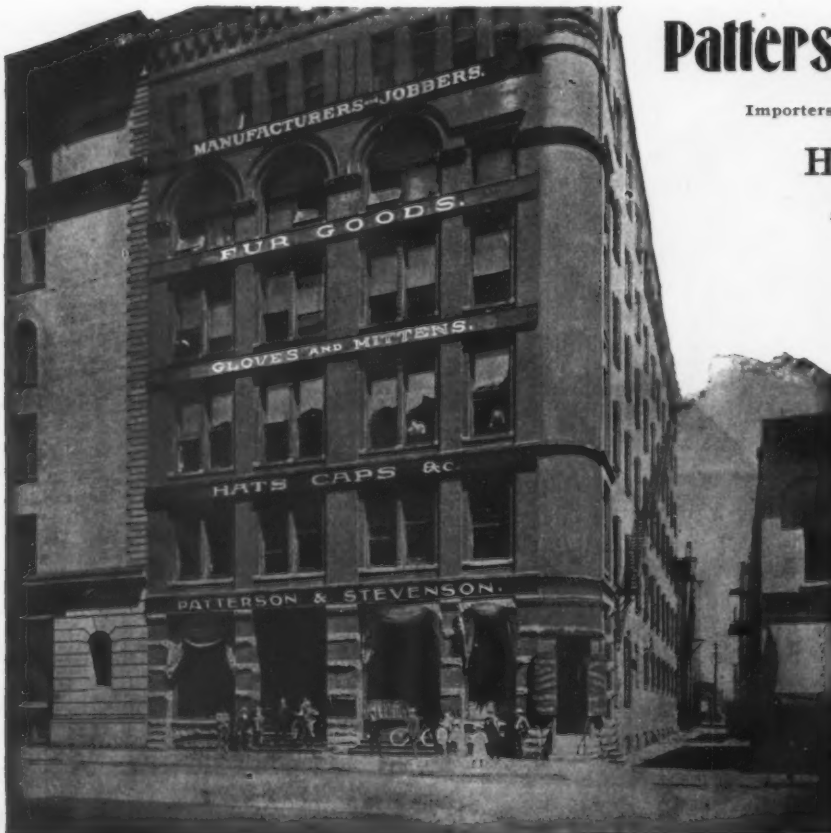
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*Popular Because of Merit.***TOM MOORE CIGAR**

10 Cents.

HENRY GEORGE

... and ...

LITTLE TOMS

5 Cents.

WINSTON, HARPER, FISHER & CO.,

**WHOLESALE GROCERS AND
CIGAR DISTRIBUTERS.**

MINNEAPOLIS,

MINNESOTA.

**IF YOU
HAVE
ANY
PROPERTY**

in
Minneapolis
that you
want
well cared for
or if you
wish to buy
or sell
write

Geo. F. Thompson & Son Buggy Co.

MINNEAPOLIS, MINN.



No. 100. "PIONEER."

This is a strictly first-class buggy at a moderate price. It is built on our "Climax Concord" gear, which is as elastic as whalebone, all parts being clipped together instead of bolted. The body has malleable iron corners inside and steel corners outside, securely riveted together, and it has an inside frame, with rib extending entirely around the body 1 3/4 inches from top to which the panel is securely attached. There are no plugs used in the construction of this body, and it is primed with best lead and oil before ironing to prevent water getting in and rotting; also the bottom painted before putting in. The length of the body is 61 inches, and width 38 inches; ironed all around on top. The seat has an extra high back, and is trimmed in either leather or cloth, with springs in both back and cushion; either leather or rubber boot behind. The tops are either leather quarters half-leather, three-quarter leather or full leather, all with four bow, unless otherwise ordered. We build these buggies in two sizes. Our regular size has 11-16 inch axles; heavy 1 inch wheels; six-leaf springs. Our extra heavy buggy has 1 1/4 inch axles; 1 3/4 inch wheels; six-leaf springs, and the gear proportionately heavy throughout. This buggy is especially adapted to the livery business and to the rough roads of our northern country. If there is such a thing as building a buggy that will stand twenty years of hard work, this buggy will. Shipped with shafts, unless otherwise ordered.

**MAX SCHUBERT,**HERRING-HALL-
MARVIN CO.'S

**FIRE AND BURGLAR
PROOF SAFES,
VAULT DOORS,
TIME LOCKS,
ETC.**

A Large Stock of Second-Hand Safes
Always on Hand.

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Blinds,



Mouldings,

Screens,

Building Paper.

Minneapolis, Minn.

With Rod and Rifle.



THE GENERAL PASSENGER DEPARTMENT

...OF THE...

NORTHERN PACIFIC RAILWAY

is in receipt of advices from various agents
along its line in regard to

Hunting and Fishing Prospects

for this season. Following is a summary of
these reports. Anyone wishing further infor-
mation in regard to any of the points men-
tioned should address Chas. S. Fee, the Gen.
Pass. and Ticket Agent of the Northern Pacific
at St. Paul.

Northern Pacific Stations	Kind of Game to be had	Kind of Fishing to be had
Anaconda, Mont.	Grouse, sage hen, ducks, quail, deer and bear.	Reported fine; mtn. trout and salmon trout.
Avon, Mont.	Grouse, pheasants and ducks in abundance; deer, elk and bear.	Good; trout reported in abundance.
Bush City, Minn.	Pheasants, ducks and geese; foxes, wolves, bears.	Good; pike, pickerel and perch.
Barnum, Minn.	Grouse plentiful; bears, deer and wolves; few moose.	Good; pike, bass, pickerel, perch.
Buffalo, N. D.	Plenty of prairie chicken.	
Bozeman, Mont.	Grouse and chicken in abundance; bears, deer, elk and moose.	Good trout fishing.
Big Timber, Mont.	Ducks and prairie chicken; deer and bears.	Good; trout and white fish.
Billings, Mont.	Grouse, prairie chicken, sage hen; elk and deer.	Mtn. trout, good fishing.
Carrington, N. D.	Chickens, ducks, geese, plover, snipe, curlew; very plentiful.	
Dickinson, N. D.	Grouse, curlew and plover; grouse plentiful; deer, bears, antelope, rocky mtn. sheep; deer plentiful; antelope and sheep protected by law.	
Fond du Lac, Minn.	Partridge, woodcock and snipe; partridge plentiful; deer; good hunting grounds.	Good; trout, pike and bass.
Frazee, Minn.	Chickens, partridge, ducks and rabbits; ducks and rabbits plentiful; deer and bears.	Good; bass, pike and pickerel.
Fergus Falls, Minn.	Prairie chickens and ducks are plentiful.	Good; pike, pickerel and bass.
Fort Ripley, Minn.	Partridge and prairie chicken, latter plentiful; deer and bears; plenty of deer.	Muskalonge, bass and pickerel; fishing good.
Grantsburg, Wis.	Partridge, prairie chicken and ducks; shooting reported good; deer, bears and wolves; deer always plentiful.	Bass, pike, pickerel, croppies; fishing good.
Gladstone, N. D.	Prairie chicken in great abundance; deer.	
Hinckley, Minn.	Prairie chicken, ducks, rabbits; very plentiful; plenty of bears and deer.	Good; pike, bass, pickerel and trout.
Hugo, Minn.	Prairie chickens, pheasants, quail and ducks.	Good; pike, bass, croppies and pickerel.
Henning, Minn.	Prairie chicken, rabbits and partridge in abundance.	Pike, pickerel and bass.
Iron River, Wis.	Partridge, grouse, ducks; good shooting; deer and bear.	Trout, pike, pickerel, bass; fishing good.
Kalama, Wash.	Elk, deer and bears.	Good fishing; trout.
Lincoln, Minn.	Chickens and grouse fair; pheasants and rabbits plentiful.	Good; pike, pickerel, croppies and black bass.
Little Falls, Minn.	Prairie chickens and ducks plentiful; partridge and grouse.	Very good; pike, pickerel, bass and perch.
Lisbon, N. D.	Prairie chicken, grouse, geese and ducks are reported plentiful.	
Mahtowa, Minn.	Chickens, ducks, pheasants; deer; good shooting.	Pickerel and pike.
Minnewaukan, N. D.	Ducks, chickens and grouse in great abundance, also geese.	

Northern Pacific Stations	Kind of Game to be had	Kind of Fishing to be had
Moose Lake, Minn.	Partridges, chicken and rabbits in abundance; ducks, snipe, grouse; deer and wolves plentiful; bears and foxes, etc.	Good; bass, pike, pickerel.
Motley, Minn.	Prairie chickens and ducks are quite plentiful.	Bass, pike and pickerel.
Mandan, N. D.	Prairie chickens and grouse, geese and ducks are plentiful; deer quite numerous.	
Miles City, Mont.	Chickens, deer and antelope.	
Missoula, Mont.	Grouse and ducks; deer, bears and mountain goats.	
Marysville, Mont.	Grouse, prairie chicken, pheasants, curlew, sage hens, rabbits, ducks; deer, elk, mountain goats, sheep and bears.	
McMurray, Wash.	Plenty of grouse and pheasants; deer, bears and cougars are numerous.	Very good; lake trout.
North Branch, Minn.	Partridges, prairie chicken and ducks; partridges and prairie chickens numerous.	Good; bass, croppies, pickerel and pike.
Pine City, Minn.	Ducks, partridges, chickens and rabbits are plentiful; also quite a number of deer.	Good; bass, pike, pickerel, perch and sturgeon.
Pembina, N. D.	Ducks; prairie chicken are plentiful.	
Philipsburg, Mont.	Grouse; elk and mountain lions; deer quite plentiful.	Mountain trout and white fish.
Rutledge, Minn.	Ducks, chickens, pheasants and rabbits are plentiful; deer.	Bass, pike and pickerel.
Royalton, Minn.	Prairie chickens, quail and partridges; ducks and geese quite plentiful, also deer and bears.	
Red Lodge, Mont.	Prairie chickens, grouse and sage hens in plenty; deer, bears and elk.	Trout; good fishing.
Stacy, Minn.	Prairie chickens, pheasants, ducks, rabbits, coons and wolves; ducks very plentiful.	Croppies, pike and pickerel.
Sturgeon Lake, Minn.	Ducks, partridges; deer and bears.	Bass, pike, pickerel.
Sauk Centre, Minn.	Prairie chicken and partridges; quail and ducks plentiful.	Very good; bass and pike.
Sanborn, N. D.	Prairie chickens, grouse and ducks are very numerous; geese, snipe and plover.	
Sand Point, Idaho.	Chickens, grouse, ducks, geese and swans; deer quite plentiful; bears.	Very good; principally trout.
Seattle, Wash.	Quail, grouse, pheasants, snipe; good shooting; deer, bears and elk.	Good; trout and perch.
Taylor's Falls, Minn.	Pheasants and rabbits.	Excellent; bass, pickerel, pike, perch, croppies.
Willow River, Minn.	Partridges plentiful; deer and bears.	
Wibaux, Mont.	Prairie chicken very plentiful; antelope, deer and bears.	

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Importers

AND

Wholesale Grocers.

Purveyors of Good Goods.

119-121 Second Street South, MINNEAPOLIS.

Try Us With a Mail Order.



SHE WAS!

Drummer (bent on a little flirtation)—"Ah, excuse me, but is this seat engaged?"
Female Occupant (coldly)—"No, sir, but I am!"

SOLVING THE PROBLEM.

Jack Grip—"Women are still pushing their way into all the industries."

George Drummer—"That's so. I have just been discharged, to make way for a woman."

"You have? Well! well! What are you going to do now?"

"I am trying to marry the woman."

FREDDY'S PRAYER.

Freddy, the son of a well-known minister, had misbehaved, and, to punish him, he was not allowed to eat at the family table. A small table was set for him in the corner of the dining-room. When the dinner was placed before him, Freddy said very solemnly:

"Lord, I thank Thee that Thou hast spread a table before me in the presence of mine enemies."

WHAT CABBY THOUGHT.

A lady in a fashionable skirt, just alighted from a cab, was trying to find her pocket with all the contortions now necessary for that feat of dexterity.

The cabman waited patiently, but at last remarked:

"Well, mum, when you has done a-scratchin' of yourself, p'raps you'll give me my fare!"



Rachel—"Then you give your consent, papa?"

Isaac—"Yes, my daughter; but I cannot let you leave me. You are mein only child, and you and Benjamin must live here mit de old folks. You can haf that second-story front room for \$6 a week."

THE BED BUG.

While a drummer was writing his name on the register of a certain city hotel, a bed-bug appeared and took its way across the page. The man paused and remarked:

"I've been bled by St. Joe fleas, bitten by Kansas City spiders, and interviewed by Fort Scott graybacks, but I'll be hanged if I was ever in a place before where the bed-bugs looked over the hotel register to find out where your room was."

WANTED PEAS.

An old Irishman, having spent a greater portion of his life in the "Old Country," had decided to try his fortune in America. He was for the first time dining at a hotel. Among the various dishes on the table was boiled corn on the cob. The Irishman, taking an ear, eyed it curiously, and proceeded to devour the corn. The waitress asked the Irishman what he wanted, and "Pat" answered:

"Please, merm, I will take more peas on this cob." Saying this, he passed the cob to the waitress.

HIS OWN.

A traveling man, intent upon a day's outing, wanted to hire a dealer's best horse and trap; but not knowing his man, the dealer demurred at trusting them in his hands.

Determined to have his drive, the drummer proposed paying for the horse and the vehicle, promising to sell them back at the same price when he returned.

To that the other saw no objection, so his customer's wants were supplied, and off he went. He was back in time at the stables, his money reimbursed according to contract, and he turned to go.

"Hold on!" exclaimed the dealer, "you have forgotten to pay for the hire."

"My dear sir," was the cool reply, "there was no hiring in the case. I have been driving my own horse and trap all day."

And the knight of the grip left the dealer to his sorrowful reflections.

TRAVELERS' HOTELS

"In the journey through life let us live by the way."

BILLINGS, MONTANA.

THE GRAND HOTEL,

GEORGE F. BENNIGHOFF, Prop.

Strictly first-class. Rates on application.

BOZEMAN, MONT.

THE BOZEMAN,

J. J. KELLEY, Proprietor.

Steam heat, elevator, electric lights, commercial sample rooms.

BRANDON, MAN.

GRAND VIEW HOTEL,

E. T. BOISSEAU, Proprietor.

Best accommodation and sample rooms for travelers. Rates \$3 per day. Conveniently located.

CLAYTON, WISCONSIN.

Hotel
Clayton,

J. HENNEN, Proprietor.

First-class Accommodations.
Newly Furnished Throughout.

RATES: \$1.00 and \$1.25 per day.

GRAND RAPIDS, MINN.

HOTEL POKEGAMA

DANIEL M. GUNN, Proprietor.

A LEADING HOTEL IN GRAND RAPIDS.

GRAND RAPIDS, MINN.

HOTEL GLADSTONE

A. E. WILDER, Proprietor.

Strictly First-class. Livery in Connection.

GREAT FALLS, MONTANA.

PARK HOTEL,

PARK HOTEL COMPANY.

Only First-Class Hotel in the City. One Block from Depot. Rooms en Suite and with Bath. Large Sample Rooms Free. Cuisine Unexcelled.

HAMILTON, MONT.

THE RAVALLI,

R. UNDERWOOD, Resident Manager. J. W. MEHARQUE, Manager.

Modern in all its appointments. Steam heat. Electric light. Return bell system. Hot and cold water throughout. Rooms en suite with bath. Wide porches. Large lawns.

MILES CITY, MONT.

HOTEL LEIGHTON,

CHRIS. A. MASON, Manager.

(Also Manager Miles City Hotel.)

THE HOTEL OF THE CITY. Steam heat, electric lights and call bells; artesian baths etc.

MISSOULA, MONTANA.**RANKIN HOTEL.**

POTTS & READ, Proprietors.

Best Second-Class Hotel in Montana.
Electric Light and Steam Heat.**SPOKANE, WASH.****HOTEL GRAND,**

THOS. GUINEAN, PROPRIETOR.

Corner Howard St. and Main Ave.

European Plan: \$1 to \$2.

American Plan: \$2 to \$3.

Newly Furnished and Equipped with all Modern Improvements.

TACOMA, WASH.**HOTEL DONNELLY**

J. C. DONNELLY, Prop.

European Plan.	RATES
	50 cts., 75 cts., \$1.00, \$2.00.

TACOMA, WASH.J. C. DONNELLY, Lessee.
W. B. BLACKWELL, Manager**"THE TACOMA"**

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TOURISTS AND COMMERCIAL TRAVELERS.

Fine Sample Rooms.

American Plan, \$3.00 per day and upwards.

WHITEWOOD, ASSA.**THE ALHAMBRA HOTEL,**

(Opp. C. P. R. Station.)

M. T. L. LLOYD, Prop. (late of Vancouver, B. C.).

Everything first-class. Special attention paid to comfort of guests. Well lighted and heated sample rooms for commercial men. Day and night service.

WHITEWOOD, ASSA.**WOODBINE HOTEL**

R. MAY, Prop.

First-class accommodation for traveling public.
Good sample rooms.

NEWLY REMODELED.

BAR IN CONNECTION.

HOTEL DOUGLAS,

WM. A. OVE, Proprietor.

The Best \$1.00 a Day House in the City.

312, 314, 316 Tower Avenue.

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The Only First-class and Fire-proof Hotel in the City.

THE HOTEL RYAN

Corner Robert and Sixth Streets.

ST. PAUL, MINN.**\$3.00 per Day and Upwards****Are You Coming to St. Paul?****—The—
Merchants Hotel**

REFITTED THROUGHOUT

Under the management of the well-known proprietor,

COL. A. ALLEN.

Rates: \$2.00; \$2.50; with bath, \$3.00.

**THE GRANDON HOTEL, Helena, Montana.**

Rates \$3.00 to \$5.00 Per Day.

NORTHWESTERN STOVE CO.

**Hotel and Restaurant
Kitchen Outfits a specialty
Stoves, Steel Ranges, Furnaces and Stove Repairs**

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Use Rockolean FOR DANDRUFF, FALLING
HAIR AND SCALP DISEASES.
"IT WILL GROW HAIR ON
BALD HEADS." ASK YOUR DRUGGIST OR WRITE TO
ROCKOLEAN MFG. CO., Minneapolis, Minn.

FOR SORE EYES DR. ISAAC THOMPSON'S EYE WATER



"Early to bed and early to rise,
Makes a man healthy, wealthy and wise."

Our
HAIR
MATTRESS
is fit
for a King.
Send
for
Catalogue.

Especially if his bed has a Mattress made by
THE UNION MATTRESS CO., St. Paul, Minn.



The Modern Germicide for all Disinfecting, Purifying
and Deodorizing Purposes.

OZONET COMPANY

Sole Manufacturers of the Famous

**OZONET POWDER, BALLS,
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OF MEN**
Cured in 2 to 6 Days

DR. KELLER'S SOLUBLE MEDICATED BOUGIES.
Positively a Harmless and Speedy Cure.
\$1.00 and \$1.50 per box at druggists or by mail.
Write for free treatise and testimonials.

MONROE MEDICINE CO. LA CROSSE, WIS.

Marionette, Wis., April 2, 1907.
THE MONROE MEDICINE CO.
Gentlemen: I have used and am still using your "L.A.
soluble Medicated Bougies" for the treatment of G— and
O—, both in private and hospital practice, and the Re-
sults obtained have been Eminently Satisfactory. I have
used your No. 2 or long Bougies in obstinate cases of long
standing and was enabled to effect a cure in Six Days
where other remedies had signally failed. It affords me
pleasure to recommend a remedy of such undoubted
merit.
Yours truly,
F. GREGORY, M. D.



BEFORE - AFTER

**A BOON FOR THE LAME! THE IVEY PATENT
EXTENSION SHOE CO.**
Are anxious to secure the address of every lame man and woman in Canada
whose lameness consists in one limb being shorter than the other.

This Extension is by far the best of its nature ever placed on the market,
and enables the wearer to walk upright, to walk with ease and comfort, to
wear any ordinary store shoe, and gives them the same appearance as their
more fortunate friends. Descriptive circulars free to all.

Boots for people with deformed feet. Address all correspondence to
FRED IVEY, Winnipeg, Man.

AMERICAN TENT AND AWNING CO.,
C. M. RAWITZER, Manager.

125-127-129 FIRST AVENUE NORTH,
MINNEAPOLIS, MINN.
BRANCH—16 WEST THIRD STREET,
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ST. PAUL, MINN.
Wholesale and Retail

GUNS, AMMUNITION

FISHING TACKLE, CAMP EQUIPMENTS, TENTS, KODAKS, ETC. Send for Catalogue

Moose Hide Moccasins and Slippers,

Men's, \$2.75. Ladies' and Boys', \$2.25.
Sent postpaid on receipt of price.

METZ & SCHLOERB,

OSHKOSH, WIS.

Write for our illus-
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price-list of hand-made hunting shoes and moccas-
ins of every description.



We ship Funeral Flowers on
telegram or mail orders any
time, day or night. Bedding and
House Plants in their season. Cut
Flowers, fresh and fragrant.
Seeds that are good and honest
at 5c per packet. Our catalogue
is FREE. Send for it.

WENDENHALL, FLORIST,

37 So. 6th St., Minneapolis, Minn.

ITEMS OF INTEREST.

GREAT FISHING GROUNDS.—At Kyak, Alaska, are
great fishing grounds. Halibut are caught there
weighing 350 pounds, cod forty-two pounds, and
salmon fifty-eight pounds.

A BIG FISH STORY.—From Port Townsend,
Wash., comes a report that fourteen tons of her-
ring were caught there at a single haul. At this
rate it would not take long to exhaust the fish-
eries.

ACTIVE SEASON IN THE KLONDIKE.—Specials
from Dawson tell of active preparations for the
summer season in the Klondike District, where
there is promise of more work than ever before
in the history of the diggings.

YIELDS FIVE DOLLARS PER BUCKET.—News is
brought of a rich find made in the Porcupine Dis-
trict, Alaska, on the American side of the line.
Scott Cranston, owner of claim No. 2 on Porcu-
pine Creek, reports having struck bed-rock in a
prospect shaft of forty-two feet, and he is taking
out gravel, which is yielding an average of \$5 to
each bucket taken out, or \$65 to the yard.

THE INDIAN'S NATURE.—It is a notorious fact
that an Indian's nature will creep out whenever
opportunity occurs. Although confined to reser-
vations, the Northwestern aborigines lose no op-
portunity to hunt, trap, and otherwise indulge
their natural propensity to live out of doors amid
haunts of nature. The woods, the fields, the lakes
and streams, and the great mountain fastnesses
are to them as the breath of life.

MONTANA WOLF BOUNTIES.—In his annual re-
port, Commissioner of Labor J. H. Calderhead of
Montana says that the distribution of wolf bounty
claims has been \$82,296. During the period 22,513
coyotes were killed, 5,117 wolves fell victim to the
aim of the hunter, and 642 young wolves were de-
stroyed before they had an opportunity to do
much damage.

AN ATLIN NUGGET.—The largest specimen of
pure gold taken from the Atlin District in Brit-
ish Columbia is shown by a man named Harrigan.
It is of nugget formation, weighs 29 ounces,
17 pennyweights and 12 grains, and is valued
at \$502. While that is its intrinsic worth, Mr.
Harrigan has repeatedly refused offers of \$700 for
it. The nugget was found in Harrigan's bench-
claim on Pine Creek. It was taken out at a
depth of about ten feet. A nugget of greater
value was taken from the Atlin diggings two years
ago, but, while worth in the neighborhood of
\$1,000, it carried large quantities of quartz.

SEARCHING STEWART RIVER FOR GOLD.—The
Stewart River, which empties into the Yukon
about eighty miles from Dawson, will this season
be the scene of some interesting mining by
means of dredges, after the methods used in the
rivers of New Zealand. The dredge to be used
is calculated to handle 2,000 yards a day, the sea-
son lasting four months and a half. The dredg-
ing can be carried on both night and day. The
proceeds of the tests last summer equaled \$3.50
per yard, and the company expects to be able,
with improved machinery, to net \$1 per yard
for gravel.

DESTROYING A LANDMARK.—The historic Blue
Mounds, twenty miles west of Madison, Wis., the
highest point of land between the Rockies and the
Alleghenias, has been sold by Milwaukee capital-
ists to Keever Bros. and Samuel Martin of Mount
Horeb, who will cut thousands of cords from the
wooded slopes and turn them into pastures. The
tract covers over five hundred acres. The
"Mound" was famous in lead-mining and Terri-
torial days, being the half-way station and only
settlement between Milwaukee and Prairie du
Chien, and the scene of Indian massacres during
the Black Hawk War, and of several mining trage-
dies.

TO CHICAGO

THE
MILWAUKEE
LINE

The Pioneer Limited

Running Daily Between
ST. PAUL, MINNEAPOLIS,
MILWAUKEE AND CHICAGO.

Only Perfect Train in the World.
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Finch, Van Slyck, Young & Co.,

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and Carpets.** * * * * *

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(Floor Space 5 Acres.)

T. M. WORD, Portland, Oregon, Representative for Washington
and Oregon.

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GASOLINE
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PORTABLE and
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CHICAGO, ILL., U.S.A.
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**TWO GREATEST POWERS
ON EARTH.**

THE SUREST CROP COUNTRY IN THE WORLD.

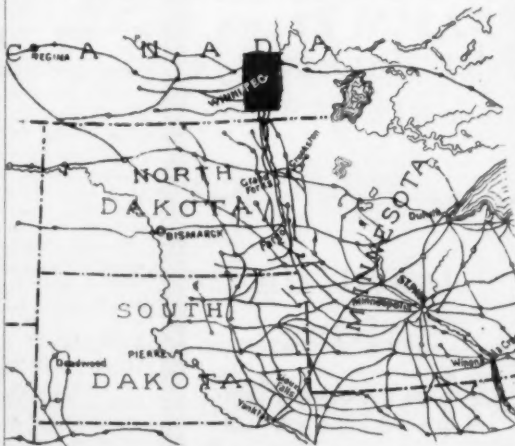
THE United States in 1900 produced 522,229,000 bushels of wheat. It took 42,495,000 acres of land to raise this crop. It was worth \$7.38 per acre, and was raised on land valued at \$35.00 per acre.

The province of Manitoba will raise this year

50,000,000 BUSHELS OF WHEAT

on 2,000,000 acres of land. The crop will be worth \$15.00 per acre, and the land is worth \$15.00 per acre.

We have 60,000 acres of land in the famous Red River Valley section of this province. The best wheat and stock land in the world, that we can sell you for from \$8.00 to \$12.00 per acre. (Note



the location of the land on the map.)

Write us for map, pamphlets, and full information regarding these lands.

CANADA LAND & COL. CO., 424-432 Endicott Bldg., St. Paul, Minn.

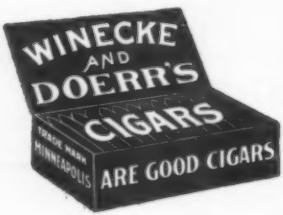
LOW TAXES—GOOD LAWS—WELL ENFORCED.

GOOD LAND IS AN INVESTMENT: IT IS NOT A SPECULATION.

THE BEST LAND ON EARTH FOR THE MONEY.



Our Red Box Trade-mark, stamped on the label of every box of Good Cigars, insures you against poor cigars. Watch out for it.



**The Beer
that
HAMM Brews
is Honestly
Brewed**

**Insist On
Getting
Hamm's
Beer**

COLONIZATION IN WISCONSIN.

Figures obtained by General Immigration Agent MacRae show that since the first of the fiscal year the Chicago, St. Paul, Minneapolis & Omaha has sold 65,000 acres of Northwestern Wisconsin land to actual settlers, the majority being men with enough money to immediately improve their farms and buy stock. Two years' quiet work has added 4,500 new farms along its Northern Wisconsin lines.

The spring movement has been very heavy, exceeding any in the previous history of the road. The Omaha's policy has been to sell its lands in small blocks to men who promise to become valuable in a traffic way. Results have already developed in a larger volume of passenger traffic over adjacent lines than ever before. The development of freight traffic will come later. The new settlers have not yet grown more than they can use themselves.

The settlers have come almost wholly from Northeastern Nebraska, Northern and Eastern Iowa, Northern Illinois and Southern Wisconsin. All are American and nearly all had money. Many will engage in stock raising and dairying, the sections principally settled up being noted for exceptionally fine grass.

In addition to the sales of the Omaha, the lumber companies have placed 135,000 acres on the market this year, nearly all of which is being taken up rapidly. Omaha officials predict that the recent colonization will prove of benefit to the Twin Cities, the nearest large jobbing points.

THE PROFESSOR'S WOOLING

The experience known as "popping the question" is the bugbear of every man, however confident of his charms or fluent of speech. Many original ways of asking young women to marry them have been resorted to by bashful men, but perhaps the most brilliant suggestion came to a learned German professor, who, having remained a bachelor till middle life, at last tumbled head over ears in love with a little flaxen-haired maiden many years his junior.

One day, after vainly endeavoring to screw his courage to the sticking-point, the learned man came upon his Gretchen as she sat alone, darning a stocking, with a huge pile of the family hosiery on the table. The professor aimlessly talked on general topics, wondering how he could lead up to the subject nearest his heart, when all at once a happy thought came to him.

Leaning forward, he put his big hand on the little fist doubled up inside the stocking, and said, hesitatingly:

"You darn very beautifully, fraulein. Would you like to darn my stockings only?"

Fortunately the fraulein was not so simple as she appeared. She grasped the significance of the question immediately, and lost no time in answering, "Yes."

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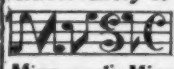
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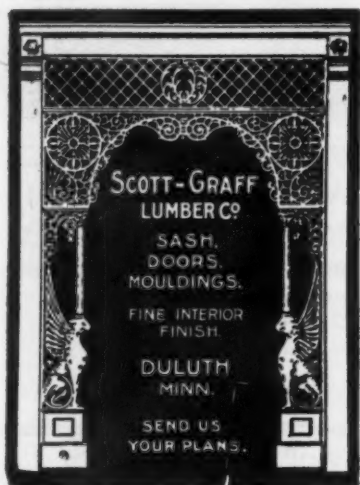
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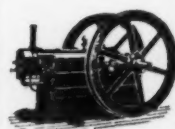
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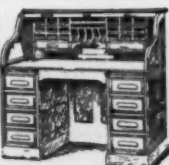
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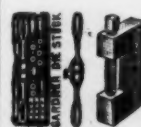
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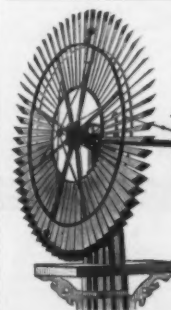


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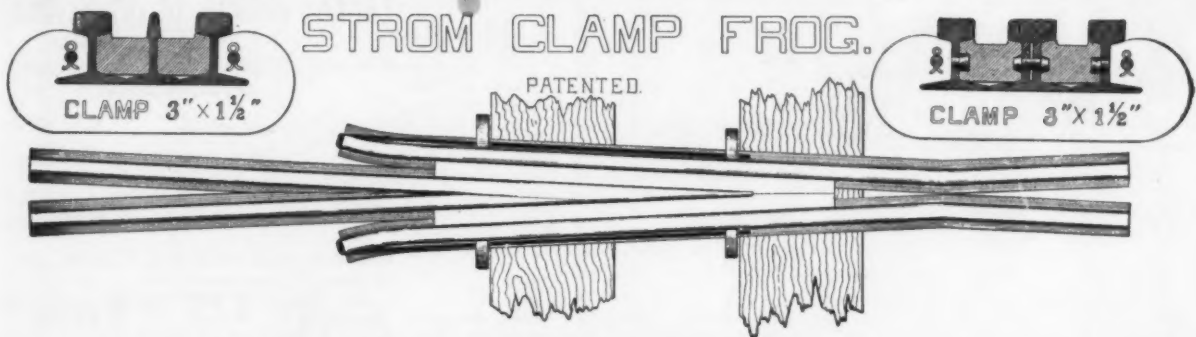


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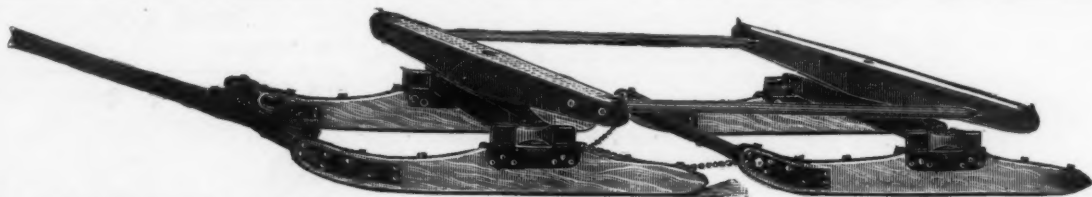
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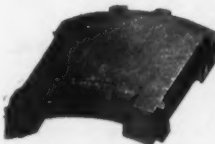
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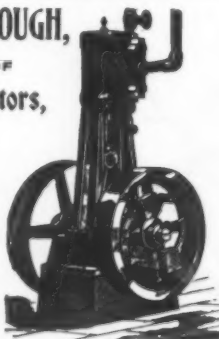
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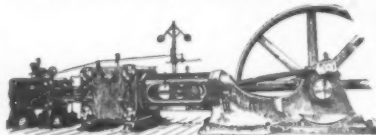
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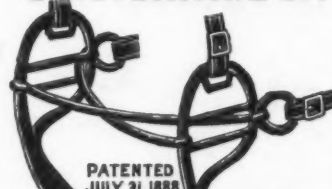
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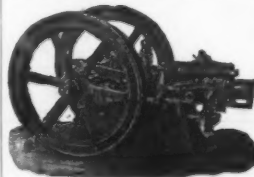
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